

NCPC No. 1  
11 MARCH 1955 - 9 DEC. 1955

JOB NO. 78-04506A  
BOX NO. 3  
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NATIONAL CAPITAL PLANNING  
COMMISSION #1 (LOCATION-NEW  
HYC PLDS) STAT

DOC	<u>1</u>	REV DATE	<u>27-4-81</u>	BY	
OR	ICM		<u>35</u>		<u>11</u>
ORIG CLASS	<u>5</u>	PAGE	<u>104</u>	RE	
AUTH	<u>12</u>	NEXT REV	<u>2558</u>	AUTH:	NR 10-3

NATIONAL CAPITAL PLANNING COMMISSION (NCPC)

and

NATIONAL CAPITAL REGIONAL PLANNING COUNCIL (NCRPC)

7 February 1955

[ ] met informally with Mr. John Nolen, Jr., Director NCPC, to discuss the D. C. Southwest Redevelopment Area.

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Mr. Nolen suggested that we discuss our entire site problem with Mr. Bartholomew, Chairman, NCPC. No memo for the record attached.

9 February 1955

Colonel White, Mr. Garrison and [ ] met informally with Mr. Bartholomew and Mr. Nolen re site selection.

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The NCPC representatives did not favor our use of the Langley site and recommended that we consider the N. W. area (25th and E St.) and an area in the vicinity of Springfield, Virginia. No memo for the record attached.

25 February 1955

Colonel White, Mr. Garrison and [ ] met with Mr. Nolen re formal presentation to the NCPC.

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Date of 3 March 1955 agreed upon. No memo for the record attached.

3 March 1955

Colonel White, Mr. Garrison and [ ] made formal presentation to the NCPC re sites and requested approval of the Langley site.

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The NCPC appointed a committee, General Lane, Mr. Spelman and Mr. Zach, to study the problem and make a report of their findings. No memo for the record attached..

11 March 1955

Colonel White, Mr. Garrison and [ ] made formal presentation to the NCRPC re sites and requested approval of the Langley site. Memo for the record attached.

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The NCRPC appointed a committee, General Lane, Mr. Wells and Mr. Wehrley to study the problem and make a report of their findings.

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4 April 1955

Letter from DD/S to Chairman, NCPC, confirming oral request for consideration of selection of a site, and summarizing progress.

7 April 1955

The NCPC approved the committee reports and then a joint meeting with NCRPC was held. Colonel White's letter of 4 April 1955 was read. Reports of NCPC and NCRPC (with non-concurrence by Mr. Wehrly) attached.

A joint committee (General Lane, Mr. Strobel, Mr. Wells, Mr. Wehrly and Mr. Spelman) was appointed to review all sites within a reasonable radius and to make recommendations.

25 April 1955

We met with joint committee to discuss sites.

A staff committee consisting of Mr. Conrad, Mr. Watt, Mr. Hunter and Agency representatives was appointed to review sites and make recommendations to the Committee. No memo for the record attached.

26-27 April 1955

The Staff committee conferred with various County planning members and analyzed all sites under consideration. A report of their findings was prepared for submission by the Committee to the NCPC and the NCRPC. No memo for the record attached.

3 May 1955

The Staff Committee, appointed 25 April 1955, presented their report to the Joint Committee.

The Joint Committee approved the report and forwarded it to the Regional Planning Council, who approved it on this date (report attached)

5 May 1955

The National Capital Planning Commission approved the Joint Committee report. No memo for the record attached.

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20 July 1955

Memorandum for the Record - [ ] discussion with Corps of Engineers, Washington District re water table and Potomac River pollution. Corps of Engineers indicates no opposition to our use of the Langley property. Attached exchange of correspondence between Corps of Engineers and NCPC.

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1 August 1955

Colonel L. K. White's letter to Chairman NCPC re status of site selection subsequent to 4 April 1955. Recommends Langley and Alexandria, Virginia, sites, subject to further study.

24 August 1955

Letter from Chairman, NCPC, to DCI relative to development and possible problem because of Leiter Estate dedication for Parkway purposes.

2 September 1955

Memorandum for the Record - [redacted] discussion with Mr. Thompson, National Park Service, regarding use of Leiter property. No problem anticipated in their release of access road area for our use. National Park Service legal opinion requested.

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14 September 1955

Letter from DD/S to Chairman, NCPC, expressing CIA opinion that access road property could be made available for our use.

21 September 1955

Messrs. Clarke and Rapuano met with Director of NCPC, Director of NCRPC, proponents and opponents of various sites in connection with the preparation of their report. No memorandum for the record was made of this meeting. List of attendants is attached.

12 October 1955

Memorandum for the Record -- Meeting of the Chairman of NCPC with Messrs Clarke and Rapuano on 10 October 1955, re Mr. Wehrly's "dissenting report". Since Mr. Wehrly was not present at the 21 September meeting, he reiterated his opposition to the Langley site at this time.

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11 October 1955

Memorandum for the Record - [redacted] meeting with Land Purchase Officer for NCPC regarding status of George Washington Memorial Parkway right-of-way acquisition. Prices on unacquired property for right-of-way currently much greater than at time estimates for acquisition were prepared.

29 October 1955

DCI letter to Chairman, NCPC, confirming appearance at 4 November 1955 meeting to submit Clarke and Rapuano report and recommendations.



2 Nov 1955

Ltr to Dir. NCPC from [ ] transmitting 30 additional copies Clarke & Rapuano Report - without appendixes to be furnished prior to 4 Nov. Meeting.

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3 Nov 1955

Ltr to Mr. Bartholomew, NCPC confirming Mr. Dulles desire to present the Clarke & Rapuano report to the Commission at 2:00 pm 4 Nov 1955.

3 Nov 1955

Ltr to Dir. NCPC from [ ] requesting return of incomplete copies of Clarke & Rapuano Report and transmitting 30 copies of complete report.

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4 Nov 1955

Ltr. to Mr. Bartholomew from E. E. Duffy, McLean, Virginia in favor of the Langley site.  
JOINT MEETING OF NCPC + NCRPC - MR. DULLES PRESENTED CLARKE & RAPUANO REPORT

7 Nov 1955

Ltr. to Dir. NCPC transmitting 10 additional copies of the Clarke & Rapuano Report.

15 Nov 1955

Ltr. to Mr. Watt, NCRPC from Ira Willard, Alexandria City Manager on behalf of that city to be chosen as the site for the new headquarters building.

21 Nov 1955

Ltr to Mr. Bartholomew from A. Claiborne Leigh, Supervisor-elect Dranesville District, Fairfax County making clear his chief concern in connection with the proposed site at Langley is the maintenance of strict zoning for the area.

23 Nov 1955

Ltr to Mr. Bartholomew from Director in connection with ltr from Mr. A. Claiborne Leigh, welcoming Mr. Leigh's views on zoning problem.

25 Nov 1955

000000 Ltr. to Mr. Watt from [ ] with tabulation of automobile traffic and probable routes.

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Executive Registry

6-8887

1 April 1955

MEMORANDUM FOR: Mr. Houston

SUBJECT: National Capital Planning Commission and National  
Capital Regional Planning Council; Statutory Powers

1. Congress by Act of July 19, 1952 created the National Capital Planning Commission and established the National Capital Regional Planning Council. A careful reading of Title 40 U.S.C., Sections 71a through 71d, which relate to the Commission and Council and their authorities and responsibilities for public buildings and property in the National Capital and environs, indicates that Congress intended to vest in the Commission and Council only consultative and coordinating authority. In no Section of the Act is there set forth any power to require or prohibit particular construction or acquisition of property.

2. The general purpose of the Act is to secure comprehensive planning for the physical development of the National Capital and environs. As used in the Act, "National Capital" means the District of Columbia and territories owned by the United States within the environs. The "environs" includes the counties of Maryland and Virginia adjoining the District of Columbia and cities located within the geographic area bounded by the outer boundaries of the combined area of those counties. The language of the Act is general and makes the Commission an organization to effect coordination and cooperation among the planners of the various jurisdictions in the National Capital region. Its general scope of functions is to prepare a comprehensive plan for the National Capital and make related recommendations to the appropriate developmental agencies; to serve as the Federal planning agency for the Federal and District Governments, within the region; and to be the representative of the Federal and District Governments for collaboration with the Council. The National Capital Regional Planning Council is to be composed of representatives of the planning agencies of the region and is to cooperate with the Commission in regional planning.

3. No part of the Act makes any recommendation of the Council binding upon the Commission or any recommendation of the Commission binding upon an agency of the Federal Government. It is provided that no action affecting a local planning jurisdiction may be approved over the opposing vote of that jurisdiction's member of the Council. In effect, this provision allows the member of the Council from Fairfax to veto any proposed recommendation by the Council, respecting the use of property in Fairfax. This veto, of course, has no binding effect on the Commission, since the Commission is not required to abide by the recommendations of the Council.

4. The only provisions of the Act concerning the powers of the Commission are contained in Section 7ld. This Section requires every agency to consult with the Commission prior to the preparation of construction plans for proposed developments in the National Capital. After such consultation, the Commission has the duty to make a preliminary report and recommendations to the agency concerned. If, after having received and considered the report and recommendations of the Commission, the agency does not concur, it is required to advise the Commission and give its reasons for nonconcurrence. The Commission then submits a final report. After these steps have been taken, the agency is free to proceed and take action in accordance with its legal responsibilities and authority.

5. In the absence of any controlling case law on this subject or any interpretations in the Annotated Code, the Act, and particularly Section 7ld, must be read to give the National Capital Planning Commission only the power to recommend. As far as legal rights are concerned and without giving weight to practical political considerations, this Agency would appear to have the power to proceed with its plans for building in a particular area regardless of the recommendations of the Commission.



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## NATIONAL CAPITAL PLANNING COMMISSION

Harland Bartholomew - - - - -	Chairman
John A. Remon - - - - -	Vice Chairman
Joseph D. Lohman - - - - -	Citizen Member
C. McKim Norton - - - - -	Citizen Member
Claude W. Owen - - - - -	Citizen Member
Maj. Gen. Samuel D. Sturgis, Jr. - - -	Chief of Engineers,
Mr. Zach	United States Army
Brig. Gen. Thomas A. Lane - - - - -	Engineer Commissioner,
	District of Columbia
Conrad L. Wirth - - - - -	Director of National
	Park Service
Peter A. Strobel - - - - -	Commissioner of Public
	Buildings
Charles D. Curtiss - - - - -	Commissioner of Public
Mr. Spellman	Roads
Matthew M. Neely - - - - -	Chairman, District of
	Columbia Committee of
	the United States Senate
John L. McMillan - - - - -	Chairman, District of
	Columbia Committee of
	the House of Representatives

## NATIONAL CAPITAL REGIONAL PLANNING COMMISSION

Max Wehrly - - - - -	Chairman
Mr. Bartholomew - - - - -	Nat'l Capital Planning
	Commission
Mr. Fred A. Guthrie - - - - -	First Vice Chairman
Gen. Thomas A. Lane - - - - -	Second Vice Chairman
Mr. Brookfield - - - - -	Fairfax County
Mr. Herbert C. Wells - - - - -	Prince Georges County
Mr. C. L. Watkins - - - - -	Alexandria
(Mr. Philip Hall, alternate)	
Mr. Gingery - - - - -	Montgomery County
Mr. Herbert Reichelt - - - - -	Outer Prince Georges County
Mr. Cox - - - - -	Loudon County
Mr. Graham - - - - -	1st Principal Alternate
	for Virginia
Mr. Paul Watt - - - - -	Director

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11 March 1955

MEMORANDUM FOR THE RECORD

1. At 1 O'clock this date, the DD/S, Director of Logistics, and the undersigned attended a closed or executive meeting of the National Capital Regional Planning Council which had been called to consider our use of the desired Headquarters location (Langly, Va.). Council members participating in the discussion which followed Mr. Garrison's presentation included:

Mr. Fred Gutheim, Acting Chairman and representative of the Upper Montgomery County Planning Commission

Mr. Donald Gingery, Representative, Maryland National Capital Planning Commission

Mr. Wells, Representative, Prince George County Planning Commission

Mr. Max Woorley, Chairman, Northern Virginia Planning Committee

Mr. Robinson, Northern Virginia Planning Committee

Mr. Brookfield, Representative, Fairfax County Planning Commission

Mr. H. F. Schumann, Fairfax County Planning Commission

Mr. Hall, Representative, Alexandria Planning Commission

2. Messrs. Brookfield, Robinson and Hall, representatives from Virginia, voiced objections to our use of Langley including (a) higher density of population with attendant going problems resulting therefrom, (increased community facilities, transit service), (b) changes in schedule or timing and priority of highway, bridge and utilities programs, and (c) lack of Federal participation in paying for community facilities and utilities causing increased tax burden on County and State residents.

3. Mr. Brookfield proposed use of (a) Hybla Valley on Route 1, (b) Government-owned property 1-2 miles South of Franconia on Shirley Highway, and (c) Privately owned property in the vicinity of Seminary Road and Shirley Highway.

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4. Maryland representatives, Messrs. Gingery and Wells, invited in fact urged consideration of sites (privately owned) in the "Cabin John Valley" where to quote "roads, sewers and other utilities are either available or under construction under a well designed program considerably in advance of that across the river in Virginia."

5. A Committee of three including the Representative of Fairfax County (Mr. Brookfield) was appointed by the Council Chairman and charged to make recommendations on our use of Langley Site at Executive meeting scheduled for 18 March 1955.

6. Attached is copy of notice to member, alternates and staff in regard to the March 11, 1955 meeting.



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NATIONAL CAPITAL REGIONAL PLANNING COUNCIL  
7013 Interior Building  
Washington 25, D. C.

CIRCULAR MEMORANDUM NO. 40

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March 11, 1955

TO: Members, Alternates and Staff

FROM: Paul C. Watt, Director

SUBJECT: Location of a federal establishment in the Langley, Va. area.

A. General observations as to present status of this location in area plans.

The following information presents the planning concepts related to this area as developed in the Arlington Master Plan; the regional proposals of the 1950 Comprehensive Plan, prepared by the National Capital Planning Commission, which was coordinated with all of the jurisdictions in the region; and the pending Master Plan being prepared in Fairfax County.

Land use and zoning. -- The present land use and zoning practices being followed in this area call for a low density development, with lot areas generally recommended to be at least one acre or more. This is supported by the existing land use which is predominantly the last remaining "small estate" type of land use this close in, within the metropolitan region. The existing zoning reflects this low density as well as a minimum amount of commercial development in the area.

Utilities. -- The proposals for future water and sewer service in this area were also dominant reasons for prescribing a low density. There is a sewage treatment plant being designed for the area at the present time, which is proposed to serve the area at the rate of approximately 10 <sup>persons</sup> ~~to the acre~~ to the acre. The present water service is being provided partly through ground water ~~facilities~~ and partly by service from the District of Columbia.

Highways and transit. -- The Highway Plan presently proposes the George Washington Memorial Parkway and the Fairfax No. 1 Expressway as the major radials serving this area, with the outer belt and intermediate belt expressways serving as the major circumferential distributors. These facilities are proposed to be of the highest standard. Virginia routes Nos.

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1, 2, 3, 193 and 309 are proposed as major highways by upgrading existing standards. None of these are proposed as controlled access facilities. The expressways and parkways would have probable priority of construction.

The present density concepts would not support a high type of mass transit service.

School, park and conservation program. -- The immediate school needs are not evident under existing densities. Storm drainage and park considerations are dependent on open flood plains and conservation practices in the stream valleys, which are more easily adapted to a low density development.

B. Location of a major facility of the type proposed in this section of the region raises a number of questions relative to planning considerations that should be thoroughly discussed by the Council and staff prior to any recommendation.

Can we assume that the impact of such a proposal means a completely new planning concept for this area with the following results:

- (a) Higher density of population with possible zones for multiple-family use and minimum single-family lot areas.
- (b) A substantial increase in commercial zones for shopping centers.
- (c) A higher type sewage treatment as well as a much higher proposed service capacity.
- (d) Expanded water service from the District of Columbia system.
- (e) Changes in the highway and bridge plan, particularly as to timing and priority of projects.
- (f) Provision for adequate transit service.
- (g) Provision of school facilities at a faster rate.
- (h) Changes in state and local financing to meet the demand for necessary facilities.

(i) Urban vulnerability requirements.

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4 April 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

This letter is written pursuant to my conversation of 30 March 1955 with Mr. John Nolen, Jr., Director, National Capital Planning Commission, with regard to the selection of a site for a proposed headquarters building for the Central Intelligence Agency.

We are grateful for the opportunity afforded us to discuss this with the National Capital Planning Commission and the National Capital Regional Planning Council in Executive Sessions on 4 March and 11 March 1955 respectively. This will serve to confirm our oral request for consideration of this matter and to bring you up to date on recent developments.

The security problems, inefficiency and excessive costs inherent in our present situation have long indicated the high desirability of providing space for the Central Intelligence Agency in Washington in one permanent building. Construction of the recently approved highway bridge across the Potomac River with its approaches just west of Memorial Bridge will necessitate the destruction of several of the buildings now occupied by this Agency. It is my understanding that additional buildings are scheduled for demolition when the proposed project to clear the park area of temporary structures is undertaken. We, therefore, consider it essential that plans be made without delay for the construction of permanent headquarters facilities for the Central Intelligence Agency in the Washington area.

It is essential that the Director of Central Intelligence be immediately available to the President and the National Security Council. There is also a sizeable number of CIA's senior staff who must be in close daily contact with personnel of other agencies, particularly the Departments of State and Defense, and who must also be immediately available to the Director as well as to those components of the Agency under their supervision and upon which they are dependent for support. In our judgement, the necessity for such

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close and expeditious coordination within the Central Intelligence Agency and the intelligence community dictates that the entire Agency be at one location not more than a few miles distant from the White House.

On 16 November 1954 the Director of Central Intelligence advised the Director, Office of Defense Mobilization, that we were considering several federally owned properties at distances varying from five to ten miles from the White House which appeared to be suitable for the construction of a headquarters building to meet our needs, and, for the reasons I have stated requested an exception to current "dispersion standards".

On 31 December 1954, the Director, Office of Defense Mobilization, advised us that ODM was willing to concur in the exception to current "dispersion standards" recommended in our 16 November 1954 letter.

As you know, after consultation with the Public Building Service we had considered that the site at the Public Roads Research Center in Langley, Virginia, would be a desirable location, and requested your concurrence in principle prior to undertaking the resolution of various other problems in connection with the use of this site. Among others, a major problem was the extension of the George Washington Memorial Parkway. Several of these problems have not been solved and we now feel that we must proceed with our request for congressional approval of this project without further delay despite the fact that a site has not been definitely selected. Accordingly, we plan to include language in proposed legislation to be submitted to the Congress within the next few days which, if enacted, will authorize construction of a CIA headquarters building. Since we do not have a definite site to propose, and, in view of the many problems developing in connection with the use of the Langley property, we have decided to omit from the proposed legislation any language which would provide for the extension of the George Washington Memorial Parkway without which we do not believe use of the Langley property would be feasible. Therefore, we would be grateful if the Commission would furnish its views concerning the several sites we have discussed or others which it may be appropriate to consider.

The following considerations are of primary concern to us:

- a. We feel that we must be immediately accessible (20 minutes) to the White House, Pentagon, Department of State, etc.
- b. Adequate road nets and public transportation facilities to handle rush hour traffic without unreasonable congestion should be assured.

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c. The site should be accessible to our present employees who reside as follows: 48% in the northwest section of the District of Columbia and Montgomery County, Maryland; 12% in the northeast section of the District of Columbia and Prince Georges County, Maryland; 8% in other areas of the District of Columbia; 15% in Arlington County, Virginia; and 17% in other Virginia areas.

d. Adequate parking facilities for vehicles of Agency employees.

We look forward to working with the Commission in the selection of a definite site at the earliest practicable date.

Sincerely,

/s/

L. K. White  
Deputy Director

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April 7, 1955

MEMORANDUM TO: National Capital Planning Commission

SUBJECT: Report on CIA Application for Development of Site near  
Langley, Virginia

1. Your special committee has reviewed the proposal to locate CIA headquarters on a portion of the Public Roads tract near Langley Corner, Virginia.

2. The Future impact of the development upon adjacent areas and services has been reviewed with representatives of the Regional Planning Council. The radical change in character of land use and future development in the area due to this impact will tax the resources of the local authority to the utmost and it will not be possible for them to assume any additional costs due to water, sewage and roads that will be necessary solely to serve the CIA installation. Consequently, it will be necessary for the CIA to be prepared to assume these costs if the development is placed there.

3. The roads will include needs for:

a. Provision for a four-land bridge in the Chain Bridge area either by new construction or widening the present bridge.

b. Provision for additional lanes on Canal Road at least from Weaver Place to Chain Bridge.

c. Additional lanes on the present state road from Chain Bridge to the CIA entrance.

d. Construction of the George Washington Parkway from Spout Run to the Public Roads Research Station, including some additional right-of-way cost due to the rise in land costs which would follow the adoption of the site by the CIA.

e. Improvement of Weaver Place at least from Canal Road to Mac Arthur Boulevard.

4. The CIA proposes to obtain water from Falls Church supply which is presently carried across Chain Bridge by arrangement with Arlington County. Falls Church has arranged with the Army to construct a pipe in the dam which the Army is about to build at Little Falls across the Potomac. It is then contemplated that when Arlington County is no longer able to furnish Falls Church from the pipe line across Chain Bridge, Falls Church would be required to construct a pipe line on the Virginia shore from the site of the dam to connect with their present pipe line leading from Chain Bridge to Falls Church. The CIA development will impose an additional burden upon the supply of water

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Memorandum to: National Capital Planning Commission

7 April 1955

being carried across Chain Bridge and will undoubtedly make it necessary for this above-mentioned pipe line along the Virginia shore to be constructed at an earlier date than would otherwise be necessary.

5. The tentative proposal of the CIA was to dump their sewage into a county main which is proposed to be built along Pimmit Run. The financing of this proposed main is by a revenue bond issue. The first stage of construction is proposed to serve 7,000 persons. Any additional sewage load imposed by the CIA development might change the character of this outfall and the disposal plant necessary to serve it.

6. The special committee has seen Colonel White's letter of April 4 addressed to the Chairman of the National Capital Planning Commission. It has concluded that the new issues raised by this letter should be referred directly to the Commission by the staff.

7. Although this special committee was empowered to act for the Commission, a change of plans has lifted the urgency for action. The Committee is accordingly submitting a recommendation to the Commission, as follows:

RECOMMENDATION: That the CIA application to use a site near Langley, Virginia be approved with the understanding that this development will require Federal assumption of collateral costs to make the installation operable and that a radical change of land use in the area will be entailed.

(s)

Colonel T. A. Lane, Chairman

(s)

Harold J. Spelman

(s)

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7 April 1955

MEMORANDUM TO: THE NATIONAL CAPITAL REGIONAL PLANNING COUNCIL

SUBJECT : Report on CIA Application for Development of  
Site near Langley, Virginia.

1. This special committee to report on the application of the Central Intelligence Agency to locate in Fairfax County near Langley, Virginia, has met with representatives of the Central Intelligence Agency and has received an oral report from representatives of the Fairfax County Planning Commission and the Arlington County Planning Office. The substance of the Central Intelligence Agency's application has not been embodied in any written report. Therefore, the action of this special committee is based upon oral presentations of the facts made by representatives of the Central Intelligence Agency to this special committee and to other committees on which members of this special committee have heretofore served.

2. The representatives of the Fairfax County Planning Commission reported that that Commission had resolved to invite the Central Intelligence Agency to locate in Fairfax County, provided the public cost for water, highways, sewers and other appurtenances required for the initial operation of the project is financed by Federal funds.

3. The representative of the Arlington County Planning Office presented estimates on the future requirements of highway capacity to serve the proposed installation, as well as the limitations upon the water supply.

4. On the basis of the information placed before it, this special committee, with Mr. Max Wehrly non-concurring, recommends that the application of the Central Intelligence Agency to locate in Fairfax County near Langley, Virginia, be approved subject to the stipulation made by the Fairfax County Planning Commission that the initial cost of development of appurtenant public facilities be borne by the Federal Government. It is the understanding of this special committee that the specific plans for the development of this site will be submitted to the National Capital Regional Planning Council for approval at a later date, and that these plans will be coordinated by the Central Intelligence Agency with the local planning agencies concerned.

5. The statement of non-concurrence by Mr. Wehrly is attached as Inclosure 1 to this report.

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T. A. LANE, CHAIRMAN

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HERBERT C. WELLS

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MAX S. WEHRLY

1 Incl.  
Statement by Max S. Wehrly

DISSENTING STATEMENT

Max S. Wehrly

(Inclosure 1)

For reasons outlined below, I cannot concur with the attached majority report of the Regional Council Committee relating to the location of the CIA in the Langley, Virginia area.

I readily agree that it is possible to locate this installation in the Langley area, but only on the basis that it is possible to do anything, given sufficient time and assured funds. However, I do not think that a project of this magnitude is feasible or desirable in the subject location from the standpoint of either the present or foreseeable effect and impact it will have on this portion of the metropolitan area in terms of adjacent land use, accessibility, public utilities, community services and related factors.

I believe that the Planning Council would be entirely remiss in its duty if it did not enumerate at least the major elements of impact that such a facility will have on the area for the information of the jurisdictions affected, as well as for the federal agencies involved.

A careful analysis of the planning considerations related to this site reveals that the proposed project would, in my opinion, have a greater impact here than on almost any other part of Fairfax County and Northern Arlington, as it would require a complete recasting of planning and development of the area in terms of magnitude, timing and cost. If this were a tax-paying activity locating in such an area, both the initial and long-term financial impact would be considerably modified. I should like to list for the record the considerations, as I see them, which would be involved in this project.

(a) Changes in existing plans for the area.

Existing development of and plans for the area, including the proposed Fairfax Master Plan just completed, are based on a relatively open-type low population density not to exceed 10 persons per acre. Virtually no multi-family uses are in existence or contemplated. Commercial and industrial uses are at a minimum. In my opinion, the area is peculiarly suited to this type of development for reasons of topography, subsoil, access and existing character. In effect it continues the character of development already firmly established in the comparable part of Arlington County. With the advent of a large installation, such as proposed, the well conceived plans for the area would have to be completely reviewed. This in itself would be time-consuming and expensive.

(b) Population Growth.

It has been estimated that this installation will bring into the area an additional 22,700 persons directly attributable to the project. This is based on a ratio of 1.4 service workers for each employee or basic worker. We have been informed that only about 10 percent of the existing employees now live in the County out of 30 percent in the Northern Virginia area. It should be noted that as the area changes character, with smaller lots and more numerous shopping centers, there will undoubtedly be a further increase in population generated by, but unrelated to, the project itself.

(c) Utilities.

The agency has stated that they are aiming for a two to three-year completion date. This would require concurrently complete sewage treatment and water service facilities.

At the present time, the projected treatment plant in the Pinmit Run water-shed has been authorized and bonds issued on the bases of 10 persons to the acre to serve 7500 people by the end of a five-year period. This plant, unless substantially enlarged, would be at or beyond its initial capacity on completion. I am informed that to enlarge it now at County expense, would require revising or scrapping the present bond issue, new plans, a revised bond issue, approval of the State Water Control Board, and a relocation of the plant, requiring a delay of at least two to three years. It could mean a trunk line to Arlington, Alexandria, or Blue Plains at considerable cost and time. The U. S. Engineer's office has advised that sewage effluent could not be dumped at the site above the proposed Little Falls dam.

The present water supply in the area is now obtained either from scattered ground water sources or purchase from Falls Church through the Arlington mains. Arlington, in turn, purchases it from the Washington Aqueduct. Arlington, by written agreement, can shut off the supply to Falls Church on one year's notice, as they require more water. Careful population forecasts indicate this shut-off period to be within about five years, at which time Arlington will need the full capacity of these mains. But it would be only two to three years away if this project and the development generated by it should be served through the Arlington mains. These mains cross the river into Arlington County at Chain Bridge. Falls Church is contemplating a new service main across the river at Little Falls, designed to connect directly with the Dalecarlia supply. However, the earliest possible completion date would appear to be 1960 - 1962, provided funds were available - which they are not. Even then, there is a serious question if the Dalecarlia supply would be in a position to furnish the Falls Church main in excess of the normal supply estimated by 1960-1965 and based on estimates made for a lower demand. In any event, all evidences points to a deficiency between supply and demand for a period of at least two to four years if the proposed installation is built at Langley.

(d) Highways and Bridges.

Present highway plans, if fully completed, would probably be satisfactory to serve this project. However, within the time schedule proposed, the following highways would have to be completed concurrently with the project, as it can now be reached only by one narrow two-lane road. Only by so doing could the site be reached within any reasonable time period during peaks.

George Washington Memorial Parkway, from Spout Run at least to the property, and preferably to Cabin John Bridge, would be required. Funds are available for this acquisition of right-of-way but it is very doubtful if these funds are now adequate in view of the speculative land values resulting from this project. The roadway would in all probability need to be six lanes instead of four from Chain Bridge to the site.

Routes 123 and 193 in Virginia should be double-barreled to provide adequate capacity, with six lanes on 193 from Glebe Road to Langley. The Virginia Highway Department has stated that the improvement of 123 is from five to ten years away if developed on the basis of existing priorities and available funds. There is apparently no priority for the further improvement of 193.

Studies by Arlington County indicate that because of the confluence of the Parkway and Route 123 at the Chain Bridge bottleneck, it would require both the Parkway and 123 to be six-lane facilities rather than the presently proposed four, to provide adequate lane capacity for peak periods. Additional width will mean additional rights-of-way and new design plans.

This project will also necessitate a very early priority for the Cabin John Bridge and the Virginia portion of the outer belt. Neither have any priority or authorization at present.

(e) Economics.

This section of Northern Virginia has been experiencing a sound gradual and desirable economic development under existing plans because of the low density on large lot areas, requiring a minimum of public facilities and services and supporting a commensurate tax base. If the need for capital improvements increases excessively and rapidly, it is evident that plans, priorities and financing will have to be drastically revised.

It should be clear that neither the Counties nor the State are, or will soon be, in a financial position to absorb the financial impact which can be expected within the time schedule outlined. If considered at all, it should be only on the basis of a complete and coordinated commitment of funds for these facilities and services to be made available concurrently with the appropriation for the installation itself.

In addition to this aspect, it is my considered judgment that the particular site proposed for this installation lies in one of the sections of Northern Virginia least able to accomodate it in terms of existing or foreseeable access, utilities and services, or its disruptive effect upon the present character and desirable future development of the area.

National Capital Planning Commission

RESOLUTION  
ON  
CIA LOCATION

April 8, 1955

WHEREAS the National Capital Planning Commission has received a request from the Central Intelligence Agency to furnish its views concerning the several sites which have been discussed or others which it may be appropriate to consider as a headquarters for the Agency; and

WHEREAS an employment center of substantial size and importance requires a location well oriented to other Government agencies with which it works regularly and to the community within which it is to be located;

WHEREAS it is the duty of the Commission under the Planning Act of 1952 to consult and advise with the Regional Planning Council and the local planning agencies in the territory affected, if Government establishments are located in the environs of Washington.

NOW, THEREFORE, BE IT RESOLVED that consideration be given to any of the following alternative locations:

1. In the central area of the National Capital within areas already authorized for public buildings by the Congress and in accordance with general plans heretofore approved by the National Capital Planning Commission towards which major commitments have already been made, such as in the Northwest Rectangle;
2. In Virginia, within relatively close proximity to either the intermediate or outer circumferentials, and in a locality where there is already established a nucleus for an urban environment which an establishment of such size would stimulate and where public facilities and services are already available or can readily be extended, such as in the southern part of Fairfax County, in Springfield, or in the newly annexed portions of Alexandria;
3. In suburban Maryland, where requirements similar to those set forth for the Virginia area can likewise be met, but not in communities within which large Government agencies have already been established; and

BE IT FURTHER RESOLVED, that if this agency is located outside the District of Columbia, the location and plans for the integration of the establishment into the surrounding community shall be developed in consultation with the local planning agency as well as with the National Capital Planning Commission and the Regional Planning Council.

## NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON 25, D. C.

APR 15 1955

Colonel L. K. White  
Deputy Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Colonel White:

At its meeting on April 7-8, the National Capital Planning Commission gave consideration to the request contained in your letter of April 4 to furnish its views concerning the several sites which have been discussed or others which it may be appropriate to consider. As a result thereof, the Commission adopted a resolution, several copies of which are enclosed.

The location of Government establishments of the size and importance of your Agency is one of the most influential factors in the development of the National Capital Region, especially should a location be chosen where the establishment would become a dominant stimulus in the development of the surrounding community. In part because of this and because of the desirability of having as free a choice as possible at this stage, the Commission has indicated alternative locations with the basic planning considerations applicable to each.

Basic policies of the Commission with reference to the location of Government establishments were set forth in the 1950 Comprehensive Plan, particularly in Monograph No. 1, "Washington--Present and Future," pages 8 to 11. Reference should also be made to the Commission's general plan for the development of the Central Area, shown on pages 36 and 37 of Monograph No. 2, "People and Land," since modified in certain design details; otherwise, the approved general guide for distribution of 140,000 Government employees to be located west of the Capitol. Copies of these reports are attached.

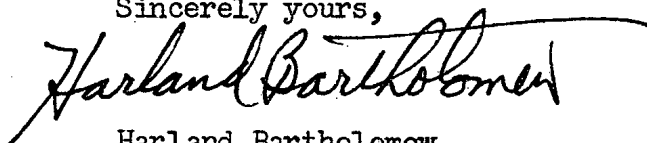
Pursuant to your verbal request at the Commission's March 3rd meeting that the Commission review your proposal to locate CIA headquarters on the Public Roads tract near Langley, Virginia, two committee reports have been prepared, one on behalf of the NCPC and the other on behalf of the Regional Planning Council. Copies of these reports are also attached for your information. In view of your subsequent letter of April 4, no action was taken on these reports, which will be referred to a new joint committee of the Commission and the Council which is in process of being established.



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As soon as the joint committee is formed, you will be advised of its membership. Meanwhile, and also at all times, I know you will find our staff ready to work with you and render assistance in analyzing and evaluating the planning considerations of any locations that you may have before you.

Sincerely yours,



Harland Bartholomew  
Chairman

Atts.

MEMORANDUM FOR THE RECORD:

15 June 1955

**SUBJECT:** Appropriation for Construction of George Washington Memorial Highway

1. On 8 February 1955, Mr. Orme Lewis, Assistant Secretary, Department of Interior, suggested that we obtain approval in the amount of \$8,000,000 for the construction of the George Washington Memorial Highway from the Bureau of the Budget, with the understanding that reimbursement would be made to the Department of Interior for the construction.

2. We checked today with Mr. DeLay, Assistant to Mr. Harvey Thompson, National Parks Service. Mr. DeLay then reviewed the construction program with the Bureau of Public Roads and provided us with the attached estimate of construction costs. Mr. DeLay reviewed this estimate with Mr. Thompson and it is their opinion that \$8,000,000 will be sufficient for their needs. (of \$228,000)

3. The National Capital Planning Commission had an item in the amount of \$38,000 for the procurement of the balance of the land required for right-of-way from the Chain Bridge vicinity to the Public Roads Test Centre in their 1956 budget. We do not consider it advisable to check with the NCPC on the status of this item and BOB representatives were not available today.

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MEMORANDUM FOR THE RECORD:

16 June 1955

SUBJECT: Traffic Flow to Langley Site

1. [ ] discussed the problem of traffic flow to the Public Roads Test Centre, Langley, Virginia with Mr. J. T. Lynch and Mr. O. K. Norman of the Public Roads Administration on 14 June 1955. Mr. Norman is a recognized authority on road traffic capacities.

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2. It was their consensus that the widening of Virginia Highway #123 from the intersection with the George Washington Memorial Highway to the intersection with Virginia Highway #193 at Langley, Virginia, and the construction of the George Washington Memorial Highway from its present terminus at Spout Run to the Public Roads Test Centre with an adequate interchange with Route #123 would provide the following traffic capacities:

- a. George Washington Memorial Highway - 3000 vehicles/hr.
- b. Route #123 from Chain Bridge to the site - 800-1000 vehicles/hr.
- c. Route #123 from McLean to the site - 500 vehicles/hr.
- d. Total Capacity - 4300-4500 vehicles/hr.

3. We have estimated that 4000 cars would be the Agency traffic flow to and from the site. Since our flow would be in the opposite direction to the general flow to and from the District, it is felt that the capacities outlined above would provide us ingress and egress within a period of one to one and one quarter hours. While a shorter period of time would certainly be desired, it is felt that we could live with the proposed arrangement until the Cabin John Bridge and connecting highways are constructed. At that time our traffic problem would be lessened considerably. The estimated flow and probable routes from the various areas are shown in the attachment.

Attachment

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<u>AREA</u>	<u>VEHICLES</u>	<u>PROBABLE ROUTE</u>
N. W. (D. C.)	500	Chain Bridge and Route #123
Montgomery Co., Md.	440	Chain Bridge and Route #123
Total	940	Chain Bridge and Route #123
N. W. (D. C.)	980	Key or Memorial Bridge and George Washington Memorial Highway
N. E. (D. C.)	200	Key or Memorial Bridge and George Washington Memorial Highway
S. E. (D. C.)	280	Memorial Bridge and George Washington Memorial Highway
S. W. (D. C.)	40	Memorial Bridge and George Washington Memorial Highway
Prince Georges Co., Md.	280	Key or Memorial Bridge and George Washington Memorial Highway
Baltimore, Md.	12	Key or Memorial Bridge and George Washington Memorial Highway
Anne Arundel Co., Md.	4	Key or Memorial Bridge and George Washington Memorial Highway
Sub Total	1796	Key or Memorial Bridge and George Washington Memorial Highway
Arlington Co.	400	Glebe Road and George Washington Memorial Highway
Alexandria	320	George Washington Memorial Highway
Prince William Co.	16	George Washington Memorial Highway
Sub Total	736	George Washington Memorial Highway
TOTAL	2532	George Washington Memorial Highway
Arlington Co.	200	McLean and Route #123
Fairfax Co.	320	McLean and Route #123
Loudan Co.	8	McLean and Route #123
Total	528	McLean and Route #123

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29 June 1955

MEMORANDUM FOR THE RECORD

SUBJECT: UTILITIES FOR LANGLEY SITE

1. Mr. G. Wallace Carper, Chairman, Board of County Supervisors, Fairfax County, indicated in a letter to the DCI dated 19 November 1954 that:

a. CIA would be expected to provide at its expense a sewage pumping station and approximately one mile of sewer line from the Chain Bridge Road to the sewage treatment plant on Firmit Run, proposed for completion in the fall of 1955.

b. That water would have to be obtained from the City of Falls Church and that they had a main of sufficient size within one mile of the site.

2. Mr. H. F. Schumann, Jr., Director of Planning, Planning Commission, County of Fairfax, in a letter to Senator H. F. Byrd dated 22 March 1955 submitted the following Resolution by the Fairfax County Planning Board:

"RESOLVED that the Central Intelligence Agency be invited to located in Fairfax County, provided that the Federal Government furnish funds for necessary public facilities, such as water, sewers and roads, and

FURTHER RESOLVED that it is the suggestion of this Commission to the National Capital Regional Planning Council that the Central Intelligence Agency and other Federal agencies involved in this proposal, work in cooperation with this Commission in the planning of necessary public facilities."

3. Mr. C. C. Robinson, Director of Northern Virginia Regional Planning Commission stated in a letter to the Deputy Director (Support) dated 10 March 1955, that the Commission felt that the Federal Government should make concrete proposals regarding help to the County in financing roads, water, schools and other services required for the community that would be created by our locating in the County.

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4. Mr. J. W. Head, Jr., Director, Office of Public Utilities, City of Falls Church, stated in a letter to the DD(S) dated 1 April 1955, "We wish to advise that the City of Falls Church feels fully capable of handling the water demands in the area and does not require any proposal for financial help from the Federal Government."

5. Mr. Carlton Massey, County Executive, Fairfax County, in a letter to the DCI dated 18 May 1955, forwarded a Resolution passed by the Board of County Supervisors on 18 May 1955 and a report on problems connected with CIA use of the Langley site prepared by Planning Commission, Fairfax County.

a. The report repeated the information given by Mr. Head re water lines.

b. The Resolution was as follows:

"BE IT RESOLVED by the Board of County Supervisors of Fairfax County, Virginia:

THAT the report of the Planning Commission staff on providing facilities in the area of the proposed CIA installation near Langley be approved as submitted; that acopy of it be forwarded to the CIA with an accompanying letter stating that the county can assure within two years from this date the availability of sewers for the facility contemplated on a basis of charges or rentals for such sewer service at figures which will not exceed the regular charges elsewhere in the County."

While the Resolution apparently assures sewers to the site at no initial cost to the Agency, the letter of transmittal made no such specific statement as proposed in the Resolution.

6. It is believed that the County Board of Supervisors should be requested to give the Agency a statement in writing regarding the availability of adequate sewage disposal facilities and sewer line to the proposed site at no cost to the Agency for construction as provided in the Resolution approved by the Board.

7. The water problem is considered to be firmly resolved by the letter referred to in paragraph 4. above.

Chief, Real Estate & Const. Division

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30 June 1955

MEMORANDUM FOR THE RECORD

SUBJECT : Access Roads to Langley Site

- REFERENCES:
- a. Memo from Special Committee to NCPC dated 7 April 1955.
  - b. Letter from Gen. Anderson, Va. Highway Commissioner to Mr. Carlton Massey, County Executive, Fairfax County, dated 9 June 1955.
  - c. Memorandum for the Record dated 15 June 1955 by [redacted] Subject, Appropriation for Construction of G. Washington Memorial Highway.
  - d. Memorandum for the Record dated 8 March 1955 - Ch/OL - Meeting with the NCPC.

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1. A Special Committee appointed by the National Capital Planning Commission to review our proposed use of the Public Roads Test Center included in their report (Ref. a.) their estimate of needed road improvements as follows:

a. Provision for a four-lane bridge in the Chain Bridge area either by new construction or widening the present bridge.

b. Provision for additional lanes on Canal Road at least from Weaver Place to Chain Bridge.

c. Additional lanes on the present state road (Route #123) from Chain Bridge to the CIA entrance.

d. Construction of the G. Washington Memorial Highway from Sprout Run to the Public Roads Test Center, including some additional right-of-way cost.

e. Improvement of Weaver Place at least from Canal Road to MacArthur Boulevard.

2. While it is agreed that all of the above improvements would be extremely desirable, it was felt that we could not reasonably expect all of them to be accomplished prior to the construction of our headquarters building (approximately three years). We therefore concentrated on items 1c and 1d and have had partial success as follows:

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a. Fairfax County has received a written commitment (Ref. b.) from Gen. Anderson, Virginia Highway Commissioner, that the Virginia Highway Department will construct at its own cost Highway #123 from the intersection with the Memorial Highway to the intersection with Highway #193 concurrently with the construction of the Memorial Highway. This improvement would provide access for approximately 1000 cars/hour from Chain Bridge and 500 cars/hour from McLean. It should be noted that an interchange would have to be provided at the entrance to the site.

b. We have included an item of \$8,500,000 for the procurement of right-of-way and construction of the Memorial Highway from its present terminus at Sprout Run to the Public Roads Test Center in our appropriation request (Ref. c.). This should insure adequate funds for construction. Mr. John Nolen informed Mr. Garrison on 8 March 1955 (Ref. d.) that condemnation suits for the right-of-way for the section of the Memorial Highway within Arlington County were still pending due to a lawsuit between property owners involving a few acres within the proposed right-of-way. Mr. Nolen stated that definite action would have to be taken if condemnation proceedings are to be expedited. Mr. Nolen also stated that the contract between the Federal Government, the State of Virginia and Fairfax County had not been signed, but was expected to be finalized by 30 June 1955. This information indicates an uncertainty regarding the time phasing of the construction of the Memorial Highway. The Memorial Highway when constructed would provide access for approximately 3000 cars/hour.

of para 1.

3. Items a., b., and c. were discussed with Mr. Sawyer, District Commissioner's representative, by [redacted] on 16 June 1955. The District has plans for these items, but they are not proposed for accomplishment in the next few years unless the President's \$28 billion road program or the alternate Gore program is approved by Congress. Mr. Sawyer felt that they would be better able to discuss these items in July or August.

4. If Langley is chosen as our site the following action is indicated:

a. Meeting with NCPC regarding right-of-way procurement for the George Washington Memorial Highway.

b. Meeting with the Department of Interior, the National Park Service and the Virginia Highway Commission regarding construction of the Memorial Highway and the Virginia Highway #123.

c. Meeting with Gen. Lane regarding improvements to Canal Road, Chain Bridge and Weaver Street.

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~~CONFIDENTIAL~~

26 October 1955

## MEMORANDUM FOR THE RECORD

SUBJECT: Status of Site Selection Report Being  
Prepared by Clarke and Rapuano

1. On Tuesday, 25 October 1955, Mr. Rapuano and Mr. McDonald, Chief Engineer for the firm of Clarke and Rapuano, were in Washington. These representatives and the undersigned met briefly with the DCI and the DD/S regarding the arrangements for the NCPC meeting scheduled for 4 November 1955. It was agreed that this meeting would start as an open meeting and that the DCI would make a statement recommending the Langley site. Mr. Clarke would then present his report and probably a statement would be made by Mr. Harrison regarding the architectural possibilities at either of the sites under consideration. The DCI would then request the NCPC chairman for a closed session in order that certain security matters could be more fully discussed.

2. Following luncheon with the DD/S, I accompanied Mr. Rapuano and Mr. McDonald to the meeting which had been scheduled in Mr. Harry Thompson's office of the National Park Service. Mr. Thompson had arranged for Mr. Spelman and Mr. Shotwell, of the Bureau of Public Roads, to be present and discuss the status of the George Washington Memorial Parkway extension, the improvements to Chain Bridge, Canal Road and Weaver Place.

3. At Mr. Spelman's suggestion, it was agreed that either Mr. Rapuano or Mr. McDonald should discuss the above improvements, which would involve the District highways, with General Lane's office. Accordingly, I have made arrangements for this meeting to take place on 28 October 1955 at 2 o'clock.

4. The submission of the Clarke and Rapuano report and reproduction of same will take place this weekend. The original and most of the attachments will be available to us on Friday morning, 28 October, and representatives of the Printing and Reproduction Division will meet with us at that time.

## Distribution:

1 - DD/S      1 BPS project  
1 - D/L      1 BPS chrono  
① - ESC file 1 - Weekly report

OL/BPS

FAO-771

(27 Oct 1955)

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3 November 1955

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Representatives of D. C. Engineer  
Commissioners Office Regarding Improvement  
to Chain Bridge, Canal Road & Weaver Place

1. The NCPC Committee (General Lane, Chairman, Mr. Spelman, Mr. Zack) report dated 7 April 1955, indicated that the following road improvements would be necessary if our proposed Headquarters building were located at Langley, Virginia:

a. Provision for a four-lane bridge in the Chain Bridge area either by new construction or widening the present bridge.

b. Provision for additional lanes on Canal Road at least from Weaver Place to Chain Bridge.

c. Additional lanes on the present state road from Chain Bridge to the CIA entrance.

d. Construction of the George Washington Parkway from Spout Run to the Public Roads Research Station, including some additional right-of-way cost due to the rise in land costs which would follow the adoption of the site by CIA.

e. Improvement of Weaver Place at least from Canal Road to Mac Arthur Boulevard.

2. These items were quoted in the Acting Commissioner of Public Roads' letter of 15 September 1955, to Congressman R. H. Mollohan. This letter was in reply to Congressman Mollohan's letter of 30 August 1955, requesting cost of road and bridge construction required as a result of our going to Langley. [redacted] forwarded these two letters (copies attached) to Clarke and Rapuano on 21 October 1955. Mr. Rapuano left copies with the DD/S and felt it desirable to discuss these improvements with the appropriate bureaus.

3. Mr. Spelman mentioned these items at the 25 October meeting attended by Messrs. Rapuano, McDonald and me in Mr. Thompson's office. (See memorandum for the record dated 26 October).

4. On 28 October Mr. McDonald, Chief Engineer for Clarke and Rapuano and I met with Colonel Thomas Hunter, Messrs. S. R. Harrison, Brinkley and Sawyer of the Office of the District of Columbia Engineer Commissioner. Mr. McDonald was informed by these representatives that

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SUBJECT: Meeting with Representatives of D. C. Engineer  
Commissioners Office Regarding Improvement to  
Chain Bridge, Canal Road and Weaver Place

the information contained in our 14 October memorandum for the record was correct and we were again advised that improvements to Chain Bridge, Canal Road and Weaver Place were not being planned as a direct result of our move to Langley. It was stated that as Maryland Route 240 was brought in the District the improvements to Canal Road and Weaver Place would have to be accomplished and that undoubtedly Chain Bridge would be improved at the same time. Following this discussion I requested Colonel Hunter to please advise General Lane of the opinions given at this meeting. I further indicated that Mr. McDonald and I would, that afternoon, discuss this matter with Mr. Spelman and would advise him of their opinion.

5. Mr. McDonald and I then met with Mr. Spelman, who stated that he did not believe that we could occupy the Langley site without the improvements indicated in the Committee Report of April 7.

6. Mr. McDonald did not discuss this item with Mr. Zack, the third member of the Committee. In this connection, Colonel Hunter advised me on Monday, 31 October, that he had discussed the Committee Report with General Lane subsequent to our meeting and that he, Colonel Hunter, was going to advise Mr. Zack of the opinions expressed to us on 28 October.

/s/

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Enclosures:

- 1 - Memorandum for Record dated 26 October 1955
- 2 - Memorandum for Record dated 14 October 1955
- 3 - Letter to Commissioner of Public Roads from  
Congressman Mollohan dated 30 Aug 1955
- 4 - Letter from Commissioner of Public Roads to  
Congressman Mollohan dated 15 Sept 1955

Distribution:

- 1 - DD/S
- 1 - D/L
- 1 - BPS project
- 1 - BPS chrono
- 1 - HSC file
- 1 - Weekly report

OL/BPS (3 Nov 1955)

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## NATIONAL CAPITAL PLANNING COMMISSION

May 2, 1955

TO : Members of the Joint Committee  
FROM : Staff Committee  
SUBJECT: Report on site recommendations

Introduction

The Joint Committee of the National Capital Planning Commission and the National Capital Regional Planning Council met on April 25, 1955. This committee was directed to collaborate with the Central Intelligence Agency, as well as the General Services Administration, in selecting possible sites for a new headquarters building. The committee directed its staff component to analyze all sites proposed in the Washington Metropolitan Area and report back to the committee with specific recommendations.

The Staff Committee met immediately following the Joint Committee meeting to establish criteria and procedure relative to processing the various sites. This report briefly outlines the criteria established, the procedure followed, the sites processed, the planning and other officials throughout the area who contributed background information, and the recommendations of the Staff Committee.

The Staff Committee directed their efforts toward a fair and equitable analysis of all sites in the Metropolitan Area. This analysis was dependent upon establishing the mandatory criteria necessary to meet the requirements of the Central Intelligence Agency as related to the comprehensive plan concept. The Staff Committee was of the opinion that they should hear from the technical planning staff from each area concerned.

Criteria

The mandatory requirements of the CIA for suburban sites are different from those of a central site location due to the variations in parking space requirements, variations of the number of employees using privately-owned cars, and public transportation. Therefore, these established criteria must be applied separately for suburban and central site locations. The standards are based primarily on the mandatory requirements of the Central Intelligence Agency because of the rather unusual circumstances revolving around their special day-

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to-day operation in government. Sound comprehensive planning criteria was then related and coordinated with their requirements to complete the criteria.

The criteria was further subdivided into mandatory and desirable requirements to be met. This was done in order to minimize the recognized flexibility in evaluating any site and in providing a fair and equitable method of processing.

<u>Factors</u>	<u>Mandatory</u>	<u>Desirable</u>
1. Time and distance to key points (official)	10 miles and 20 minutes to Zero Milestone	7 miles 15 minutes
2. Area (suitable topography)	50 acres with 100% usability	70-100 acres
3. Accessibility		
(a) Access roads and highways	To handle 3000 passenger cars per hour.	5000 per hr. and/or 2 hws.
(b) Public transportation	Available potential	
4. Utilities: Sewer, water, power	Available to site boundary	Existing in sufficient size
5. Availability of site	2 years	Immediately
6. Compatability with existing and proposed land use and comprehensive plan	Recommendations of sub-committee of NCPC and Planning Boards	

The central city criteria is as follows:

1. Time and distance to key points (official)	20 minutes to Zero Milestone	10 minutes
2. Area (suitable topography)	12 acres (for 7-story bldg. height adjusted for site area)	24 acres
3. Accessibility		
(a) Access roads and highways	To handle approx. 1800 passenger cars per hr.	To handle 3000 cars per hr.
(b) Public transportation	Existing and adequate	
4. Utilities: Sewer, water, power	Existing and adequate	
5. Availability of site	2 years	Immediately
6. Compatability with existing and proposed land use and comprehensive plan	Recommendations of subcommittee of NCPC	

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Procedure

The Staff Committee after establishing the criteria decided upon the procedure to be followed in processing the sites. This procedure was designed to produce acceptable sites as a result of careful analysis, following application of the established criteria. The committee met with the planning technicians in order to consider the proposed sites in relation to the comprehensive plan of the area concerned.

Sites

A tabulation of the sites analyzed is attached to this report as APPENDIX "A". In addition to these sites the Staff Committee studied the reports submitted by the special committee of the National Capital Planning Commission and the National Capital Regional Planning Council relating to a site at Langley, Virginia. The Staff Committee was of the opinion that the Langley site could not meet the mandatory requirements by reason of the fact that both reports, in deference to the Fairfax County Planning Commission resolution (see APPENDIX "B") recommended that the Federal Government should furnish funds for the necessary public facilities.

Falls Church, Virginia, was contacted and reported that because of the area requirements there were no sites being considered.

Results and general discussion

The Staff Committee, after processing the proposed sites, found that there were six that possibly met the mandatory and desirable criteria established. Each of these sites had factors influencing complete acceptance. The six sites are the Winkler Tract in Alexandria, Arlington Hall in Arlington, the Northwest and Southwest sites in the District of Columbia, the Casey Tract in Montgomery County, Maryland, and the Suitland property in Prince Georges County, Maryland.

The pros and cons of these sites are being discussed more or less in the order they were processed and have not been set up on any priority basis.

The Winkler Tract was found to be quite acceptable in all areas except possibly that there could be a delay in making the road network available to the site. The Alexandria representatives expressed a very optimistic viewpoint that this could be done.

Arlington Hall was found to be acceptable with the only question being whether the Department of Defense would relinquish it to the Central Intelligence Agency and whether the Arlington County Board would give its approval. Latest reports indicate that the Arlington County Board does not favor this site. The County Board is adverse to taking additional land from the tax rolls; (see APPENDIX "B"); however, if this area is to remain in Federal ownership this question would seem to become moot.

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The Northwest site in the District of Columbia is acceptable in all areas except as to availability. It is estimated that it is possible to acquire the property within the required time and cost but more detailed study will be necessary.

The Southwest site in the District of Columbia is within the Southwest Redevelopment Survey Area for which a land use plan is in the process of being prepared. If the Southwest Redevelopment Plan is finalized and agreed upon by all agencies concerned in time to make a site determination in fiscal year 1955, the Southwest site would be acceptable. The site must be available within two years. It is the understanding of the committee that a site in the Southwest at the present time is in conflict with the existing Comprehensive Plan.

The Casey Tract in Montgomery County, Maryland, was found to be acceptable with certain reservations. At the time this site was proposed it was not known whether it was available. There is some question as to the close proximity to other employee concentrations at the Naval Hospital and the National Institute of Health. The local planning staff presents it as acceptable.

The Suitland site was found to meet the mandatory requirements. However, this site, like the Casey tract, would be adjacent to an established Federal employment center. The local planning staff presents it as acceptable.

#### Conclusion and recommendations

The Staff Committee, following a discussion of the above sites is of the opinion that they meet the established requirements. The Staff Committee recommends that the following sites listed in alphabetical order warrant serious consideration by the Joint Committee as acceptable sites for the location of a new headquarters building for the Central Intelligence Agency:

ArlingtonHall  
Casey Tract  
Northwest site  
Southwest site  
Suitland  
Winkler Tract

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Staff Committee:  
Central Intelligence Agency  
Col. White  
Mr. Garrison

Charles H. Conrad  
Chairman

General Services Administration  
Mr. Hunter  
Mr. Hagemann  
National Capital Regional Planning Council  
Mr. Watt

National Capital Planning Commission  
Mr. Conrad, Chairman

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APPENDIX "A" - Tabulation

APPENDIX "B" - Fairfax County and

APPENDIX "C" - Arlington County letters.

Note: On May 3, the joint committee accepted the staff committee recommendation and the Regional Planning Council on 3 May approved the action and forwarded to NCPC.

J. A. GARRISON

FOR OFFICIAL  
USE ONLY

# METROPOLITAN AREA PROPERTY CONSIDERATIONS

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PROPERTY	TO KEY POINTS (OFFICIAL)		AREA & TOPOGRAPHY	ACCESSIBILITY		UTILITIES	AVAILABILITY	COMPATABILITY WITH COMPREHENSIVE PLAN (existing and proposed)	COST
	TIME	DISTANCE		ROADS	PUBLIC TRANSP.				
D. C.									
D. C.	1. NORTHWEST	vv	vv	vv 1	vv	vv	vv	vv 3	vv 1
	2. SOUTHWEST	vv	vv	2	2	2	vv	2 & 3	2

## SUBURBAN

ARL.	3. ARLINGTON HALL	vv	vv	vv	v	vv	vv	0 4	vv
	4. CAFRITZ	vv	vv	vv	v	vv	v	vv	X 5,21
	5. SOUTH POST, FT. MYER	vv	vv	vv	v	vv	v	0 4	X 6,21
ALEX.	6. WINKLER	vv	vv	vv	v 7	v 7	vv	vv	vv 8
	7. WAPLE	v	v	v	vv	vv	vv	vv	v 9
	8. MAC CONDRAY	vv	vv	v	X 10	v	X	vv	X 11
FAIRFAX	9. JONES POINT	v	vv	X 12	X	vv	vv	0 13	X
	10. HYBLA VALLEY	X	X	vv	v	v	X	vv	vv
	11. EEBEE FIELD	X	X	vv	vv	v	X	X 14	vv
MARYLAND	12. CARR	v	X	vv	v 7	v	vv	vv 15	vv 16
	13. PRUITT	X	X	vv	v	X	X	vv	X
	HOYT - Burke	X	X	vv	X	X	X	vv	X
	NEVITT - Pohick Ch.	X	X	v	v	X	X	vv	X
	WARD - Centerville	X	X	v	X	X	X	vv	
	LEGATO - "	X	X	v	X	X	X	vv	
	FROSBERG - "	X	X	v	X	X	X	vv	
	14. GREENBELT	X	v	vv	v 17	v	vv	0 18	vv
	15. FOREST GLEN	X	v	X	X 19	v	vv	0 20	vv
	16. RANFER	X	v	X	X 19	v	vv	vv	vv
	17. POOKS HILL	X	v	v	X	v	vv	vv	X
	18. CASEY	v	v	vv	v	v	vv	0	0 21
	19. REICH	v	v	X	v	vv	vv	vv	vv
	20. SUITLAND	v	v	vv	v	v	vv	vv	0 21
	21. GILLESPIE	X	X						
	22. CLINTON - Brandywine	X	X						
	GULLOM - Gaithersburg	X	X						
	WHALEBACKER - Odenton	X	X						
	BELLPRE ROAD	X	X						
	HYATTSTOWN	X	X						

## NOTES

1. ASSUMED THAT (a) THE PROPOSED EXPRESSWAY WILL BE SO LOCATED TO PROVIDE ADEQUATE BUILDING AREA AND PARKING SPACE, (b) SITE TO BE AVAILABLE IN TWO (2) YEARS AT A COST WITHIN APPROVED FUNDS.
2. ASSUMED THAT (a) THE PROPOSED SOUTHWEST REDEVELOPMENT PLAN BECOMES A REALITY AND THAT IT WOULD BE FEASIBLE FOR THE C.I.A. TO LOCATE IN THE AREA, (b) SITE DETERMINATION TO BE MADE DURING FY 1955 AND SITE TO BE AVAILABLE IN TWO (2) YEARS AT A COST WITHIN APPROVED FUNDS.
3. SUBJECT TO APPROVAL OF FINE ARTS COMMISSION.
4. QUESTION OF RELEASE BY DEPT. OF DEFENSE (TWO (2) YEAR DELAY BELIEVED MINIMUM).
5. COUNTY BOARD OBJECTION (REMOVAL OF PRIVATE PROPERTY FROM TAX ROLLS).
6. COUNTY OFFICIALS QUESTION UTILITIES AND SUITABLE TRAFFIC SOLUTION.
7. DESIRABLE - POTENTIALLY AVAILABLE.
8. OFFICIALLY APPROVED.
9. PRESENT ZONING RESIDENTIAL TO SERVE ADJACENT INDUSTRIAL AREA. MINIMUM PUBLIC REACTION ANTICIPATED.
10. SEMINARY ROAD IMPROVEMENTS WOULD PROVIDE MANDATORY REQUIREMENTS.
11. PRESENT ZONING (R-20) INCOMPATIBLE WITH LAND USE PLAN.
12. APPROACHES, ETC. OF PROPOSED JONES POINT BRIDGE.
13. QUESTION OF RELEASE BY DEPT. OF DEFENSE.
14. ARMY ENGINEERS PROVING GROUND (NOT AVAILABLE).
15. PROPOSED DONATION OF 50-100 ACRES.
16. POSSIBLE AS RESULT OF SUFFICIENT EXISTING UTILITIES AND CONSTRUCTION OF SITE ROADS BY OWNER.
17. RESTRICTED EAST-WEST ROUTES PRECLUDE HIGHER RATING.
18. DEPT. OF INTERIOR RELEASE.
19. PROPOSED EAST LEG ROUTE 240 WOULD PROVIDE MANDATORY REQUIREMENTS.
20. DEPT. OF DEFENSE RELEASE.
21. COMPATABLE WITH MD. and VA. PLANNING BOARD PLANS, POSSIBLY CONFLICT WITH NCPD RESOLUTIONS REGARDING FEDERAL EMPLOYEE CONCENTRATION.

THE ESTABLISHED CRITERIA DOES NOT INCLUDE THE FOLLOWING FACTORS WHICH WILL UNDOUBTEDLY AFFECT EMPLOYEE MORALE:

- (a) ADDITIONAL TRAVEL TIME AND COST OF PUBLIC TRANSPORTATION FOR RESIDENTS OF D.C. (2 FARES) AND VIRGINIA OR MARYLAND (2-3 FARES) IF FACILITY IS LOCATED IN EITHER SUBURBAN AREA.
- (b) DUAL INCOME TAX FOR NON-RESIDENTS IF FACILITY IS LOCATED IN MARYLAND. (PLACE OF WORK TAX).

## KEY

- X DOES NOT MEET MANDATORY REQ.  
v MEETS MANDATORY REQ.  
vv MEETS DESIRABLE REQ.  
O UNKNOWN

APPENDIX "B"

ACTION OF THE  
FAIRFAX COUNTY PLANNING COMMISSION

March 21, 1955

RESOLVED, That the Central Intelligence Agency be invited to locate in Fairfax County, provided that the Federal Government furnish funds for necessary public facilities, such as water, sewers, and roads;

AN BE IT FURTHER RESOLVED, That it is the suggestion of this Commission to the National Capital Regional Planning Commission that the Council recommend that the Central Intelligence Agency and other federal agencies involved in this project work in cooperation with this commission in the planning of necessary public facilities.

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APPENDIX "C"

ARLINGTON COUNTY, VIRGINIA

OFFICE OF PLANNING  
COURT HOUSE

Arlington 1, Virginia  
April 27, 1955

Joint Committee for C.I.A. Site Selection  
National Capital Regional Planning Council  
National Capital Planning Commission

Gentlemen:

The Arlington County Board has considered the matter of the possibility of the selection of a site in Arlington County for the proposed office building of the Central Intelligence Agency.

The Board points out that the Federal Government now owns 2800 acres or 17 per cent of the area of Arlington County and that the taking of any additional land and the furnishing of any additional services for Governmental purposes would be an imposition on the County.

The Arlington County Board, therefor, wishes to inform you that it is opposed to the location of the C.I.A. site in Arlington County.

Respectfully,

OFFICE OF PLANNING

(s) Frank L. Dieter  
Planning Director

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MEMORANDUM FOR THE RECORD

20 July 1955

SUBJECT: Proposed Headquarters Facilities Location at Langley, Va.

1. The Director of the NCPC (Mr. John Nolen) has recommended on several occasions that the Corps of Engineers be contacted regarding the location of our proposed headquarters building at Langley, Va. He believed that our location at Langley would (a) lower the water table in the area should we drill wells on the property or denude the land, and (b) adversely affect the District of Columbia's new water intake to be located at Little Falls opposite the Langley property by emptying sewage effluent in the river or changing the character of the water shed.

2. Accordingly, Col. R. Adams, District Engineer of the Washington Corps of Engineers was contacted regarding these problems. At Col. Adams suggestion on 19 July 1955 I met with the following members of his office: Mr. Byron Bird, Head Engineer, and Mr. O. D. Voigt, Chief, Engineering Division. It was disclosed that Mr. Bird was present at the joint meeting of the NCPC and the Regional Planning Council and had indicated at this meeting that the Engineer Corps would oppose emptying any sewage effluent, however treated, into the Potomac River at the Langley property.

3. The following recent developments were outlined to Mr. Bird and Mr. Voigt:

a. Water supply for our facilities had been assured at the site boundary by the City of Falls Church (which obtains water from the District of Columbia's water system through Arlington County).

b. Sewer connection at the site boundary would be provided by Fairfax County. This sewer would connect with the proposed sewage plant on Pimmit Run or an alternate plant. Pimmit Run empties into the Potomac below Chain Bridge or some  $2\frac{1}{2}$  miles below the District of Columbia's water supply.

In addition the water shed problem including denuding the land was also discussed.

4. I was assured that the Corps of Engineers would have no opposition to our proposed use of the Langley property. It was indicated, however, that the Fairfax County sewage disposal plan would require clearance of approval of the State of Virginia Water Control Board. Fairfax County officials assure me that they have received all necessary approval.

Orig. DD/S

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DEPARTMENT OF THE ARMY  
Office of the Chief of Engineers

27 July 1955

Mr. Harland Bartholomew, Chairman  
National Capital Planning Commission  
U. S. Department of the Interior  
Washington 25, D. C.

Dear Mr. Bartholomew:

The District Engineer of my Washington District has informed me that your Commission desires a statement of the position of the Corps of Engineers with regard to the discharge of sewage into the Potomac River upstream of water supply intakes.

Governmental laws and historical documents have committed the Department of the Army to provide an unfailing and abundant supply of good and wholesome water to the seat of the Government. As a consequence, upon due consideration, the Potomac River was selected as a source of water supply.

As you may be aware, the District of Columbia water system is under the joint control of the Department of the Army and the District of Columbia. The Department of the Army, through my office, has jurisdiction over the system's Water Supply Division including dams, conduits, reservoirs, filtration plants, and a part of the pumping system. The Distribution Division of the system is under the jurisdiction of the District of Columbia. Plans for expanding the system to serve through the year 2000 have been developed.

Presently, the District of Columbia water system furnished water to Washington, D. C. Arlington County and Falls Church, Virginia, and many federal establishments located in the states of Virginia and Maryland. Also, there are interconnections between the District of Columbia water system and that of the Washington Suburban Sanitary Commission for the purpose of supplying water to Maryland communities when the Washington Suburban Sanitary Commission water system is deficient in supply. Further, the system is connected remotely to the city of Alexandria, Virginia, and to the Virginia Water Company systems through Arlington County and Falls Church mains.

In view of the foregoing, the District Engineer has objected in writing, to the Virginia State Water Control Board, to the discharge of effluent from sewage treatment plants into the Potomac River or into small tributary streams which, in turn, discharge into the reach of the Potomac River extending between Little Falls and a locality several miles upstream of Great Falls. Also, the Commissioners of the District of Columbia objected to the discharge of sewage into that area of the Potomac River, but the Virginia Water Control Board ruled in opposition to the objections and approved plans for the discharge of the effluent into Scott Run of a sewage treatment plant serving a residential development in McLean Heights, Virginia. However, the Virginia Water Control Board expressed the view that possible future expansion of this Virginia area will necessitate probably that the

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McLean Heights and possibly other discharges be disposed of outside the watershed of the Potomac River which lies above the new District of Columbia water supply intake now under construction.

I have been informed that the Central Intelligence Agency is considering the construction of an office building, together with the sewage disposal works, near Langley, Virginia, and that treated sewage will be discharged into the Potomac River. My most recent information is that the raw sewage will be pumped to a Fairfax County Treatment Plant to be located on Pimmit Run where it will receive treatment. The plant effluent then will be discharged into Pimmit Run which empties into the Potomac River at Chain Bridge. Discharge at this point will not affect the D. C. water supply. It is understood that the water supply for this agency will be furnished from Falls Church, Virginia, mains which are supplied by Washington Aqueduct.

Mr. John Nolen, Jr., your Director of Planning, has furnished information that consideration is being given to the building of a government installation on the Maryland side of the river upstream of Cabin John Creek. The Atomic Energy Commission is studying a location on a tributary stream which empties into the Potomac River above Great Falls. Both installations will be outside the service limitations of the Washington Suburban Sanitary Commissions/c collecting systems or interceptors. No information is available relative to the disposal of sanitary and other wastes which will be generated at these latter installations and attendant housing developments which are bound to follow. In addition to the foregoing, it is known that there are several housing developments in the planning stage at this time which are concerned with the disposal of sanitary wastes. The discharge of sewage from any of these facilities and developments into the Potomac River above Little Falls is objectionable and should not be permitted.

The construction of the new governmental establishments outside the limitations of Washington, D.C., and Arlington County, Virginia, creates a need for vicinity housing developments, shopping centers, and commercial interests to accommodate the employed personnel. Such situations are now developing rapidly throughout the metropolitan areas of both Virginia and Maryland. Those entrusted with planning for governmental offices and housing developments and industrial interests are in a position, in advance of construction, to adopt and utilize measures that will protect and maintain the water quality of the Potomac River which is the only dependable source of water supply for the entire metropolitan area. It, therefore, is desirable that comprehensive plans be developed for the disposal of sewage outside the drainage area of the Potomac River from Little Falls to several miles above Great Falls.

In line with the elimination of pollution in the Potomac River in the metropolitan area, the Interstate Commission on the Potomac River Basin, in its "Report on Water Pollution in the Washington Metropolitan Area" dated February 1954, has set forth certain water quality objectives and criteria. I consider that attainment of those objectives and compliance

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with the criteria outlined for the section of the Potomac River between Great Falls and Little Falls, when met, will insure a raw-water quality suitable as a source for municipal and federal water supply and other desirable uses.

In view of the foregoing, it is requested that your Commission take such action in your planning as will discourage and preclude the discharge of sewage into the Potomac River upstream of the water supply intakes serving the National Capital, and that the various communities involved be encouraged to develop and activate a comprehensive master plan for sewerage and sewage disposal whereby sewage effluent will be discharged downstream of the water supply intakes.

Sincerely yours,

(s)

S. D. STURGIS, JR.  
Lt. Gen. USA  
Chief of Engineers

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Mr. Harland Bartholomew , Chairman  
National Capital Planning Commission  
U. S. Department of the Interior  
Washington 25, D. C.

10 August 1955

Dear Mr. Bartholomew:

Reference is made to a letter of July 28, 1955, addressed to you by Lt. General Samuel D. Sturgis, Jr., Chief of Engineers, U. S. Army, expressing the position of the Corps of Engineers regarding the discharge of sewage into the Potomac River upstream of water supply intakes.

An inquiry relative to the scope of the stated position was recently received from the Central Intelligence Agency and answered orally by this office. I am authorized by the Office, Chief of Engineers, to furnish the same information to you as an addition to General Sturgis' letter.

The Central Intelligence Agency had some concern that this office, in referring to the Potomac watershed, might be thinking partly of contaminated surface run-off. Such is not the case; the position of the Corps of Engineers applies to sanitary sewage effluent.

C.I.A. has very recently discussed further with this office the disposal of sewage from its proposed building in event the agency selected the Langley site, and assured us that its effluent will be discharged in to Pimmit Run. The agency has advised us that it has discussed the subject with Fairfax County Officials who assured CIA that they have necessary clearance of this method of disposal by the Virginia Water Control Board. As stated by General Sturgis, the Corps of Engineers will interpose no objection to discharge, either directly or by way of a tributary, into the Potomac below the Little Falls raw water intake now under construction. In line with the last paragraph of General Sturgis' letter, it is requested that your Commission take steps to gain the assurances of the Virginia Water Control Board and Fairfax County officials that sewage effluent, generated by commercial and residential establishments attracted by the CIA development, will also be discharged below the Little Falls Dam!

I am taking the liberty of furnishing a copy of this letter to the Central Intelligence Agency.

Sincerely yours,

/s/  
RAY ADAMS  
Colonel, Corps of Engineers  
District Engineer

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REGISTRATION

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1 August 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

In accordance with our discussion today with Mr. Dulles, this letter will serve to report the progress which we have made in considering the location of a site for our proposed new headquarters building.

You will recall that on 3 May 1955 the Joint Committee which you appointed and which was composed of members of the National Capital Planning Commission and the National Capital Regional Planning Council recommended that the following sites be considered seriously:

Arlington Hall  
Casey Tract  
Northwest site  
Southwest site  
Suitland  
Winkler Tract

Following my letter to you of 4 April 1955, we proceeded to request legislation which would authorize the construction of a building. In our subsequent discussions with responsible officials in the Administration, as well as with the Committees in the Congress before which we appeared, it became apparent that it would be preferable to locate our headquarters on the fringe of metropolitan Washington, D. C. At about this same time, Fairfax County officials indicated that they could overcome satisfactorily the obstacles involving water and sewerage facilities which had been previously anticipated in connection with the Langley site. In addition, the County Board of Supervisors extended an invitation to us to occupy this site. The Planning Commission of Fairfax County formally expressed to the County Board of Supervisors the desirability of our locating at Langley and their Chairman stated that in this expression the Commission felt that they had correctly expressed the sentiment of the overwhelming majority of Fairfax County residents. Similar invitations were received from the Fairfax County Chamber of Commerce, representing more than 450 members without dissent, the McLean Business Association, and the Great Falls Grange No. 738 with a membership

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of 242 and many others. We are aware of the fact and naturally understand the feelings of some of the residents of the Langley area who feel that the comparative seclusion of their community might be impaired by our locating there. However, there seems to be no question but that with the exception of this very small minority Fairfax County would wholeheartedly welcome the Central Intelligence Agency. For these reasons we requested the Congress to amend our original proposal so as to provide for the extension of the George Washington Memorial Parkway if the Langley site should be finally selected. This request was granted and our authorization is contained in Title IV of Public Law No. 161, 84th Congress, which reads as follows:

## TITLE IV

SEC. 401. The Director of Central Intelligence is authorized to provide for a headquarters installation for the Central Intelligence Agency, in the District of Columbia or elsewhere, by the acquisition of land at a cost of not to exceed \$1,000,000, and construction of buildings, facilities, appurtenances, utilities, and access roads at a cost of not to exceed \$54,500,000, of which not more than \$8,500,000 shall be available for transfer to the National Capital Planning Commission and the Department of the Interior for acquisition of land for and construction to extend the George Washington Memorial Parkway to the present site of the research station of the Bureau of Public Roads at Langley, Fairfax County, Virginia: Provided, That at such time as it is determined that construction of such headquarters installation at said research station will not be commenced or continued, said amount of \$8,500,000, or the remainder thereof, shall no longer be available for obligation: Provided further, That at such time as the Central Intelligence Agency occupies the headquarters installation authorized by this title, the Administrator of General Services is authorized and directed to accomplish the demolition and removal of temporary Government building space in the District of Columbia of equivalent occupancy to that relinquished by the Central Intelligence Agency.

The necessary funds to begin this project are provided for in the Supplemental Appropriation Act, 1956, which presumably will become law within a matter of days and which reads in part as follows:

## "CENTRAL INTELLIGENCE AGENCY

## Construction

For the preparation of detail plans and specifications of a Central Intelligence Agency headquarters installation and for other purposes as authorized by title IV of the Act of July 15, 1955 (Public Law 161), to remain available until expended, \$5,500,000."

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Chapter III of the Conference Report on this Act also states in part that:

".....Of the amount appropriated not to exceed \$350,000 may be used for the purchase of a site in the event the Langley, Val, site is not selected; and in the event the Langley, Va., site (which is now Government-owned) is selected not to exceed \$2,500,000 of the amount appropriated may be used in connection with the taking of steps with regard to roads and other facilities."

After further careful study and examination of these seven sites, we believe that Langley, Virginia, and Alexandria, Virginia, are the two areas which deserve most serious consideration. While we have tentatively concluded that the Langley property would be preferable for our use, we desire to study this matter further before making a specific recommendation for your consideration.

We are anxious to make the final site selection as soon as possible and will be in touch with you when we have completed the necessary additional study.

Sincerely,

/s/

L. K. White  
Deputy Director

DD/S:IKW:laq;lh

Distribution:

- 0 & 1 - Addressee
- 1 - E.R.
- 1 - D/Logistics
- 1 - C/RE&C/Logistics
- 1 - DD/S chrono
- 1 - DD/S subject

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Aug 24, 1955

Colonel L. K. White, Deputy Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Colonel White:

Thank you for your letter of August 1 reporting on the progress you have made in considering the location for site of the proposed new headquarters of the CIA. Your personal appearance at the meeting of the Commission on August 3 - 4, when the report was presented, was appreciated.

In view of the additional facts and conditions which have developed, particularly with respect to the Langley site, since the matter was last considered by the Commission at its April and May meetings, I have requested our joint staffs of the Commission and the Council to review the whole situation and prepare a report for presentation at our September meeting. This will be done in close cooperation with you as heretofore.

One of the new aspects that has developed that may not have been brought to your attention is the fact that the Langley site involves the use of a part of the former Leiter Estate which was dedicated as part of George Washington Memorial Parkway. This may prevent use for non-park purposes.

You may be interested to know that the President has just approved our first agreement with Fairfax County and the Governor of Virginia, providing for the acquisition of the George Washington Memorial Parkway from the Arlington County line to the Leesburg Road. Partly because it was the first agreement with the county, it has taken nearly a year to consummate.

Sincerely yours,

Harland Bartholomew  
Chairman  
National Capital Planning  
Commission

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MEMORANDUM FOR THE RECORD

2 September 1955

SUBJECT: Telephone Conversation with Mr. Harry Thompson

REFERENCE: Letter from Chairman of NCPC to the DD/S dated  
24 August 1955

1. Mr. Harry Thompson was called regarding paragraph 3 of the referenced letter, which reads as follows:

"One of the new aspects that has developed that may not have been brought to your attention is the fact that the Langley site involves the use of a part of the former Leiter Estate which was dedicated as part of the George Washington Memorial Parkway. This may prevent use for non-park purposes."

2. Mr. Thompson's memory (without reference to record) is that all the Leiter property was acquired by the Bureau of Public Roads and that portion along the Potomac River and the access road from route #123 was dedicated to the National Capital Parks Commission for park purposes. Mr. Thompson suggested that Mr. Cheatham (Counsel for the NCPC) might know of these "new aspects" and that the National Capital Parks Commission would be in contact with Mr. Cheatham.

3. Mr. Thompson promised to investigate the referenced paragraph statement and would call me during the next week and, if necessary, a letter would be furnished.

4. Regarding paragraph 2 of the referenced letter, efforts were made to contact Mr. Nolen, Director of NCPC. It was found that Mr. Nolen was on leave and in his absence I talked with Mr. Paul Watt and indicated that Central Intelligence Agency would not be in a position to submit our site recommendations at their scheduled September meeting. It was requested that the agenda of their October 6th and 7th meeting include our presentation. Mr. Watt assured me that, upon his return, Mr. Nolen would call and confirm these arrangements.

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14 September 1955

Mr. Harland Bartholomew  
Chairman, National Capital Planning Commission  
7013 Interior Building  
Washington, D. C.

Dear Mr. Bartholomew:

I wish to thank you for your letter of August 24 in which you informed us of action presently being taken by the Commission concerning the Langley tract. Your close cooperation in all stages has been much appreciated by both the Director and myself.

In your letter you made reference to the dedication of a part of the former Leiter Estate as part of the George Washington Memorial Parkway, expressing the thought that this might prevent use for non-park purposes.

Knowing that you would not have raised this point unless you felt it had some merit, I have had the substance of the various instruments of conveyance checked very carefully by members of my staff, and I felt that you would be interested in knowing our findings.

As I am sure you are aware, the Leiter Estate was conveyed to the United States by two deeds. The first, a deed of gift, is dated August 6, 1936; the second, a deed of purchase, is dated October 14, 1940. It is only in the 1936 deed that any dedication for park purposes was made; the 1940 deed involved an unconditional purchase of land.

The site which would be occupied by a CIA building, were this Agency to locate at Langley, would be a portion of the land purchased in 1940 and, as a result, would not be subject to any conditions or restrictions in the 1936 deed.

The 1936 deed conveyed two parcels of land. The first, a sizeable parcel lying along the Potomac River, is, of course, the land still contemplated as the route for the extension of the George Washington Memorial Parkway. The second parcel is the right-of-way for an access road which, at the time of gift, connected the Leiter Estate with the Leesburg Road and which was intended eventually to connect the Estate with the Parkway when completed; the grantor agreed perpetually to refrain from constructing any buildings within twenty feet on either

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side of this right-of-way. Reciprocally, the United States agreed, whenever a parkway was constructed, to provide access thereto from the remaining portion of the Leiter Estate.

The 1940 deed was extremely broad in its terms and explicitly has the effect of merging in the Government all rights on both sides of the two promises listed above.

It appears to us, then, that even if a proper party in interest existed (and the 1936 deed contains no reversionary clause), no legal objection could be made to the use by this or any other Government agency of any portion of the land granted by the 1940 deed or Parcel 2 of the 1936 deed.

It is, of course, possible that opponents of the establishment of this Agency at Langley could make some capital of a public charge that the original purposes of the deed of gift were being perverted. We feel, however, that such a charge might be most effectively answered by pointing out that the parkway strip along the River is not intended to be used for any but its dedicated purpose and accompanied by an appropriation of funds for completing this section of the George Washington Memorial Parkway a good deal sooner than might otherwise have been expected.

Let me thank you again for having brought this possible cloud in title to our attention so that we might investigate it now rather than at some less propitious time. I trust that your Commission's examination of the several title papers will lead them to conclusions similar to our own.

Sincerely,

(Signed)

L. K. White  
Deputy Director

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Distribution:

0 & 1 - Addressee; 2 - DD/S  
1 - Logistics; 1 - General Counsel

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PEOPLE ATTENDING CONFERENCE RELATIVE  
TO CIA SITE LOCATION  
21 SEPTEMBER 1955

Montgomery & Prince George's County, Maryland

Donald Gingery  
William C. Burrage  
C. Warren Giaque  
Herbert W. Wells

For Alexandria Site

Earle S. Draper  
Clarence Simpson  
Joseph H. Saunders  
Ira F. Willard  
James M. Duncan, Jr.  
David S. Haddock  
James Wilkes  
Edward S. Holland  
Mark Winkler  
R. H. Bogle  
Colonel Merrow E. Sorley  
Armistead L. Boothe

National Capital Planning Commission

John Nolan  
Paul C. Watt

For Langley Site

Rosser H. Payne, Jr.  
D. Hurd Hudson  
R. M. Townsend  
Richard M. Smith  
Norman Cobb  
O. B. Harper  
Herman Fink  
John W. Brookfield

Opposed to Langley Site

B. Lee Bird  
Roger D. Fisher

Post Reporter

Robert C. Allbrook

Star Reporter

George D. Beveridge





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11 October 1955

MEMORANDUM FOR THE RECORD

SUBJECT: Status of George Washington Memorial Parkway Land Acquisition

1. Mr. Ed Grotecloss, the Land Purchase Officer for the National Capital Planning Commission, today furnished me the following information.

a. Land acquisition from the present terminus of the George Washington Memorial Parkway at Spout Run to the Arlington-Fairfax County line has all been settled with the exception of three or four properties in the vicinity of the Arlington-Fairfax County line. At the moment a balance of \$280,000 exists for this purpose. It was indicated however, that the current asking price for the property is four or five times the amount originally appropriated.

b. The portion of the highway from the Arlington-Fairfax County line to slightly beyond the intersection of Route 123 has progressed to the final stages. The National Capital Planning Commission has requested a transfer of Fairfax County and State funds. The Fairfax County portion (\$50,000) has been transferred, but no word has been received from the State of Virginia. It is understood that State appropriations have been made to cover the \$50,000 and Federal funds are available in the amount of \$100,000.

c. Regarding the section from Route 123 intersection to the Public Roads property, we understand that Fiscal Year 1955 appropriation of \$110,000 and Fiscal Year 1956 appropriation of \$45,000, as well as State and County appropriations have been made, but are held pending preparation of agreement. This agreement has not been drawn since it requires a complete survey, maps, etc., of all property.

2. The final section of the Parkway, from the Public Roads property to the outer loop, or Cabin John Bridge, is held pending the above outlined developments.

3. Mr. Grotecloss indicated that all the estimates quoted above are at least three years old and are, for that reason, believed to be insufficient. In this connection they estimated \$30,000 as necessary to provide map and survey information to prepare agreements and, at the moment, approximately two-thirds of this amount will be needed for work in the unit from Public Roads to the Cabin John Bridge area. No basic triangulation or survey work has been done in this portion.

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Memorandum for the Record

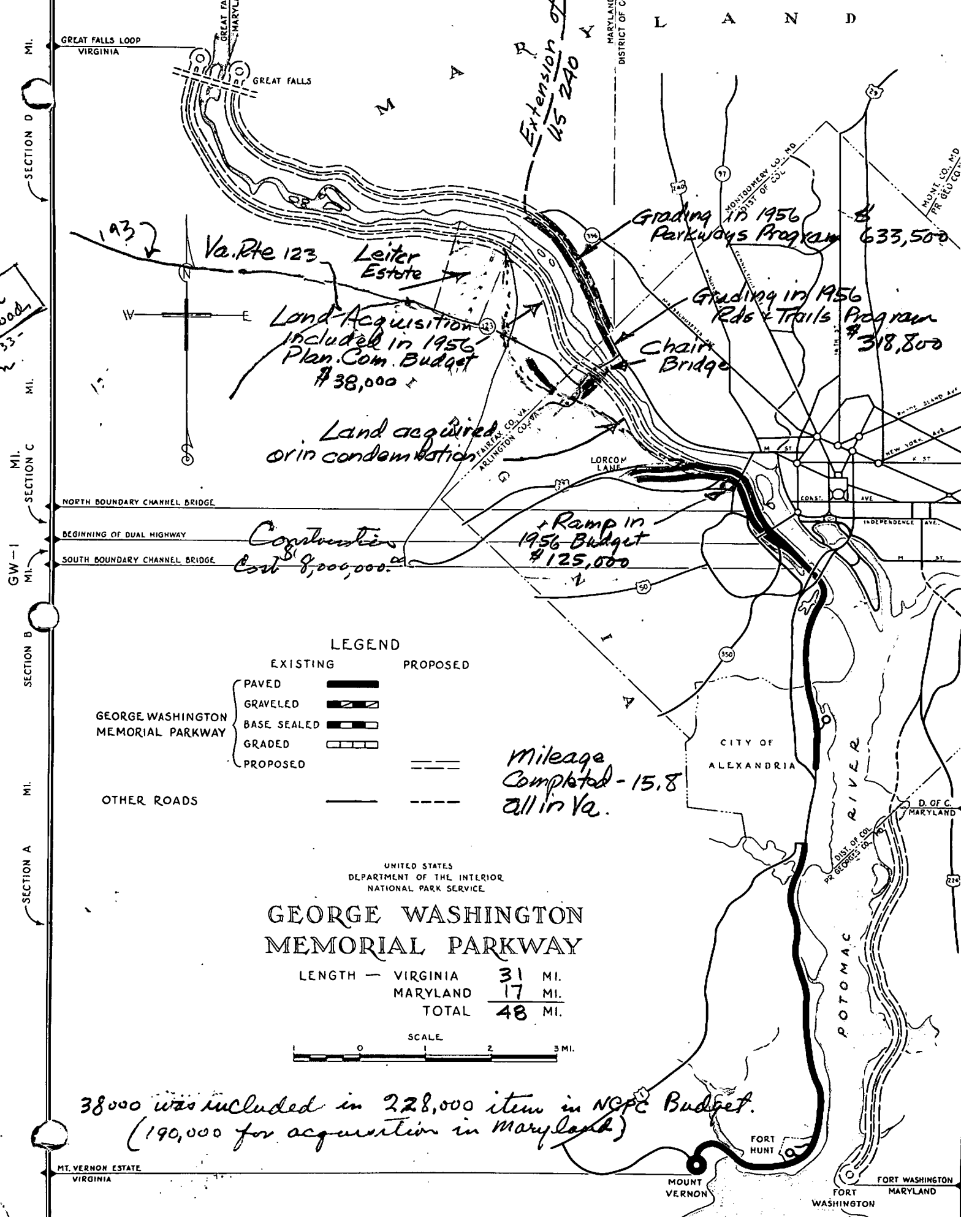
Status of Geo. Wash. Parkway

4. The status of the Memorial Parkway entrance from the South end of Key Bridge was discussed at this meeting with Mr. Ray Schenck of the National Capital Planning Commission. Mr. Schenck agrees to coordinate with the Bureau of Public Roads in an effort to obtain cost estimates and schedule of completion.

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Distribution:

- 1 - DD/S
- 1 - D/L
- 1 - HSC file
- 1 - RE&C Project
- 1 - RE&C Chrono



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Tarwater  
Brown

Kelly  
Carpenter.

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12 October 1955

## MEMORANDUM FOR THE RECORD

SUBJECT: Site Consultant's Visit to Washington, D. C.  
12 October 1955

1. Mr. Max Wehrly, Chairman of the National Capital Regional Planning Council, was informed of recommendations regarding site selection to be made by Clark and Rapuano on 10 October 1955. Mr. Wehrly also desired to meet with Clark and Rapuano, since he was not available September 1955. Accordingly, a meeting was arranged on 12 October 1955 in the office of the Director of Logistics. The Director of Logistics and the undersigned sat in on the meeting without entering into the discussion. Messrs. Clark and Rapuano indicated that Mr. Wehrly's "dissenting" report had been studied and a general discussion was held regarding existing and proposed utilities, etc., (water, sewer, roadways and zoning) in the vicinity of the Langley site. Mr. Wehrly believes that all improvements which will be necessary cannot be provided, even though the County, State and Federal Agencies involved have made commitments to provide these improvements. Mr. Wehrly further stated that his opinions were not based on complete requirements of the Agency, nor did he wish to imply that Agency use of the Langley property was impossible, but he believes that other sites could be found which would prove to be less costly to develop, as accessible to key official points and as convenient to personnel residences. All of the above had been included in his "dissenting" report. It should be noted that the National Capital Regional Planning Council Committee, appointed on 11 March 1955, consisted of General Lane, Mr. Wells and Mr. Wehrly, and that this committee's report included the "dissenting" opinion of Mr. Wehrly. Mr. Wehrly was also a member of the Joint Committee (appointed on 7 April 1955 by the NCPC and the NCRPC) which included General Lane, Messrs. Strobel, Wells and Spellman. This Committee, in turn, appointed a Staff Committee who reviewed and made recommendations concerning six sites not including the Langley site. The Joint Committee report was approved by the National Capital Planning Commission on 5 May 1955.

2. Messrs. Clark and Rapuano met briefly with Mr. Giaques of the Montgomery and Prince George's County, Maryland Commission regarding a schedule of road improvements in the Maryland areas. Mr. Giaques made available to Clark and Rapuano a map indicating work presently under construction, available for contract in the near future, scheduled for contract during 1956 and further future plans of the Maryland Highway Department.

3. The Director of Logistics and the undersigned accompanied Clark and Rapuano to the Langley site, going by way of the existing

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MEMORANDUM FOR THE RECORD

- 2 -

12 Oct 1955

George Washington Memorial Parkway to Spout Run, thence via Glebe Road and Route 1 23 to the Public Roads property. Mr. Clark requested that we obtain additional information from the Bureau of Public Roads regarding the capacity and depth of their well. There is a possibility that water supply for air conditioning could be obtained more economically in this fashion.

4. The DD/S was met at luncheon, following which the schedule of completion and the nature of the report to be submitted by Clark and Rapuano was discussed.

5. A visit was made to the Winkler property and no further requests for information were made by Clark and Rapuano.

6. The Director of Logistics and the undersigned accompanied Mr. Rapuano to the property at the intersection of River Road and Seven Locks Road in Montgomery County, Maryland. This property had been submitted for our consideration by letter dated 3 June 1955 from Mr. Harvey L. Jones of Sandoz, Inc. Mr. Rapuano felt that since this property was within the ten mile radius and since approximately 250 acres had been offered at \$5,000.00 per acre that it would be well for him to inspect the site. It is my opinion that the impressions following this inspection will be very much in accordance with those expressed after our review of the property when it was originally offered. The use of the property would be considerably hampered by the very deep ravine of Cabin John Creek which parallels Seven Locks Road along the entire west side of the property. River Road is the Northern boundary site and additional property is not available to the east, as such property is owned by Mrs. Baizy McCormack Tankersley. The area available for building construction would be considerably reduced by the very rugged terrain existing throughout the site. It is expected that the Clark and Rapuano report will make mention of the consideration given this site.

7. Messrs. Clark and Rapuano indicated that it was their intention to contact Major U. S. Grant, III.

/s/

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- 1 - D/L
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29 October 1955

Mr. Harland Bartholomew, Chairman  
National Capital Planning Commission  
Department of the Interior  
Washington 25, D. C.

Dear Mr. Bartholomew:

I sincerely appreciate the opportunity to appear before your Commission at its meeting scheduled for 4 November 1955, to discuss the location of the Central Intelligence Agency headquarters building. At the meeting of the Commission on 4 August 1955, we informed you that we would give further consideration to the selection of a site. We thereupon engaged the firm of Clarke and Rapuano, consulting engineers and landscape architects, to make a comprehensive study of all properties suitable for consideration and to recommend the site they deemed best suited to the needs of this Agency. They have completed their study and recommend our use of a portion of the federally-owned property at Langley, Virginia.

After careful review, I indorse this recommendation and forward herewith copies for consideration by the Commission. I emphasize, because of its significance to us, that a far greater measure of security can be obtained at the Langley, Virginia, site. The building itself would be further from the public highways than at other sites, and it would be partially surrounded by Government-owned land under control of the Bureau of Public Roads and the National Park Service. It would be a simple matter to limit access to the site to those persons having legitimate business with the Agency while, at the same time, not interfering in any way with the public use of Memorial Parkway and Highway 1 23. As an added point for consideration, additional Government-owned land would be available in the event it might be necessary for us to expand because of a national emergency.

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I trust that this material and any further information I can furnish at the coming meeting will be sufficient for the Commission to make its report and recommendations on this matter in the near future.

Sincerely yours,

/s/

Allen W. Dulles  
Director

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OL/BPS [ ] (27 Oct 55)  
Retyped:O-DD/S:Laq (29 Oct 55)

CONCUR: 29 October 1955

Revised:DCI:AWD:ji (29 Oct 55)

Distribution:

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- 1 - D/Log
- 1 - C/Building Supply Staff
- 1 - ER

/s/

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L. K. WHITE  
Deputy Director  
(Support)

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2 November 1955


Mr. John Nolen  
Director  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Nolen:

In accordance with your recent agreement with Colonel L. K. White, 30 additional copies of the Clark and Rapuano report are forwarded, herewith. It will be noted that the material covering utilities and Map "A" are not included. This material will be furnished for each of these 30 copies prior to the meeting scheduled for 4 November 1955.

Your cooperation is greatly appreciated.

Yours very truly,

  
Chief, Building Planning Staff

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C O P Y

3 November 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

Thank you for your letter of 31 October 1955 to Mr. Dulles acknowledging receipt of the report prepared by Clarke & Rapuano and inviting Mr. Dulles, or his representatives, to present this matter in person should he so desire.

In confirmation of my discussion with you and Mr. Nolen on 29 October, Mr. Dulles desires to present this matter to the Commission and is prepared to do so at 2:00 p.m. on 4 November 1955 in accordance with our oral agreement.

Sincerely,

/s/

L. K. White  
Deputy Director

DD/S:LKW:laq

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- 1 - D/Log
- 1 - C/BPS w/cc of basic
- 1 - DD/S chrono
- 1 - DD/S subject w/basic

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3 November 1955

Mr. John Nolan  
Director  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Nolan:

Transmitted herewith are 30 copies of the complete Clarke and Rapuano "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency."

It is requested that the 30 incomplete copies which were furnished for your preliminary review yesterday be returned to us. As indicated in our transmittal memorandum, the material covering utilities and Map "A" was not included.

As the facts presented in these appendices are considered by Clarke and Rapuano to be a basic part of their report, it would be most desirable to have them available to the Commission prior to their visit to the sites this afternoon, as announced by the press.

Your cooperation is greatly appreciated.

Yours very truly,

Chief, Building Planning Staff

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Distribution:

- Original & 1 - Addressee
- 1 - BPS project
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**SUBJECT:** Conference with Mr. Pforzheimer, Colonel White, Colonel Grogan and Mr. Garrison held 25 October 1955.

1. NCPC Meeting of 4 November -- It was decided that this meeting would start as an open meeting. The DCI would make a statement recommending the Langley site and turn the meeting over to Mr. Clark who would present the report. At this time the DCI will request the Chairman, NCPC for a closed session in order to discuss certain security arrangements. At this time he will tell them of the location of our emergency headquarters, atomic fall out etc.

2. Prior to 4 November the followings things are to be done:

a. A letter of transmittal should be prepared from the DCI to the Chairman, NCPC, submitting copies of the reports for the chairman and each member as of Tuesday 1 Nov. (48 hrs prior to the meeting). These reports and letter of transmittal would go from one governmental agency to another governmental agency and would not constitute a release by CIA even though some member of the Commission might leak the report to the press.

b. Mr. Dulles will telephone Senators Byrd, Butler, Robinson and Bell and tell them ahead of time that he proposes to recommend the Langley site. Congressmen Broyhill and Langford will return to the ZI on the first and second of November respectively and will be notified upon arrival.

c. Mr. Harrison will write a letter to Mr. Barthelmew, Chairman, NCPC, giving his indorsement and views concerning the Clark and Rapuano plan. (Mr. Harrison will also be present at the 4 Nov. meeting and will be prepared to make a statement.)

d. Contact Messrs. Wells and Gingery concerning the definite Virginia decision and attempt to secure their support since it is just across the river.

e. Contact Governor Stanley after decision by the NCPC.

f. Mr. Garrison and Colonel White contact Messrs. Nolan and Barthelmew and go over the details of the meeting as to whether it will consist of only the NCPC or if it will also include the Joint commissions and Regional commissions.

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Pertinent Points as Included in the Transcript  
of National Capital Planning Commission  
November 4 Meeting

PAGE

116 Mr. Dulles Mr. Harrison's letter to National Capital Planning Commission. Copy with Agency?

125 Mr. Clarke Sum up traffic Problem - Langley better than Winkler with following:

1. Construction of George Washington Memorial Parkway.
2. Improvements to KEY Bridge.
3. Cost of Constitution Avenue Bridge.

"Alone would make Langley better even though Shirley Highway were widened to six lanes down to Winkler."

"When I say that with the construction of George Washington Parkway it is not necessary to immediately widen Chain Bridge or to effect changes in the street system in the District of Columbia."

125 Mr. Clarke Impact Use of 750 acres will have least impact

126 Zoning CIA would wish to have zoning remain as is or improved if possible. (less density rather than greater density)

127 Mr. Clarke Sewer on Winkler not entirely adequate ?

128 Mr. Harrison Boat to carry Building at Winkler ?

Chinese wall to keep out sound ?

Hotel or Motel for people who could not get out ?

Junior Pentagon if located at Winkler rather than university campus

Long walk from Parking areas to one building.

132 Mr. Ginery 39 to 41% of CIA living in Montgomery County ?

13% of CIA living in Prince Georges County ?

000000 A portion of appropriated money to be used for Cabin John Bridge 0 1 0 0

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Mr. Owens

What would be done to Canal Road, Weaver Place,  
and Chain Bridge (Improvements)

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Mr. Clarke

"We discussed (improvements to Chain Bridge and Route  
123) these problems with Bureau of Public Roads  
and they thought those improvements would be desirable,  
but they are not imperative."

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(Mr. Spelman of Bureau of Public Roads believes  
these improvements essential or necessary)

(Mr. Clarke's statement questioned)

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Mr. Reichelt

"Why was Prince Georges County ruled out."

Mr. Clarke

"One site of 250 acres bad topography" (obviously meaning  
Montgomery County - River Road and Seven Locks Road)

151

Mr. Willard

Listing of facilities required at Langley ?

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NATIONAL CAPITAL PLANNING COMMISSION  
NOVEMBER MEETING

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Friday Afternoon Session

November 4, 1955

THE CHAIRMAN: May we call the meeting to order, please?

This is a joint meeting of the Regional Planning Council and of the National Capital Planning Commission called especially to hear from Mr. Dulles and his consultant Mr. Clarke, on a report which has been prepared for the location of the CIA building.

I have some communications, and the Commission had also understood there were some petitions to be filed, and we will hear from, and of, those later on.

Before proceeding I would like to ask whoever is presiding for the Regional Planning Council if there is anything they would like to say before we proceed with the meeting? Mr. Gutheim?

MR. GUTHEIM: Mr. Wehrly is unavoidably absent, and I have a letter from him addressed to me, which I should like to read.

Mr. Wehrly says:

(At this point Mr. Gutheim read a letter from Mr. Wehrly.)

I think that I can only add, Mr. Bartholomew, that we are delighted on the Council to be meeting with you as a Commission today, and we look forward with great interest to this presentation.

THE CHAIRMAN: Thank you. I might call attention to the matter of procedure which is raised by Mr. Wehrly's letter. I do not have a copy of our law here, but it is my recollection that the Planning Commission must await a report from the Regional Planning Council, and

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therefore the report which will be presented today will be submitted to the Regional Planning Council for your consideration and a report back to the Planning Commission.

We hope it will be at our next meeting, which will be on December 14 and 15.

The report also will be studied by the staff and probably by a committee of the Planning Commission, so that we might all keep in mind the date of December 14 and 15 for the next Commission meeting, at which time I hope we may be prepared to take some action in the matter.

I also would like to suggest that there are perhaps certain parts of this matter that are somewhat restricted, and we would like consequently at the conclusion of this meeting and hearing from the people with petitions whom we have asked to make their statement, we will go into an executive session with Mr. Dulles, at which time we would be pleased to have the members of the Regional Planning Council remain.

Otherwise, I think we will ask those in the rear of the room and the staff to leave. Unless there is something further that some members of the Commission wish to raise, I may say, Mr. Dulles, we are very pleased to have you here, and most pleased to give you this opportunity to make a presentation for your proposed new building.

#### 17. PROPOSAL ON CIA LOCATION:

MR. DULLES: Mr. Bartholomew, members of the Commission, and the Council: I don't know whether you wish me to make these presentations standing or sitting.

CHAIRMAN: Whichever you choose.

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MR. DULLES: Because this is a somewhat informal meeting, I will make my presentation quite informal and reasonably brief, because I believe you gentlemen are generally aware of the problem which is before you and before us.

We have worked with many of you, both of the Commission and the Council, since last February when we first presented to you the question of the desirable site for the CIA building.

We are deeply appreciative of the attention that you have given to that important problem, a problem extremely vital as far as we are concerned.

We are now located, as you know, scattered around among a large number of twenty or more temporary buildings, in addition to our permanent headquarters building, which is not temporary, but which is not well adapted to our work.

This has created a problem with which the Commission is well aware, and you gentlemen are well aware. It is impossible properly to conduct the business of the agency from these scattered locations, many of these temporary buildings, as you know much better than I, are eyesores in the community, and we all are under great pressure and you are under great pressure to get these buildings removed, so as to beautify our capital city as soon as possible.

I might just briefly review what has taken place since we last met with you. I think that you are all fairly familiar on the progress that was made on this subject through July, and I will really take it up from there.

We had this matter up before the Congress at its last session

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and had hearings before the Committees, the Armed Services Committee of the Senate, and the House, and the Appropriations Committees of the Senate and the House.

They both appreciated the importance of a building and they have prepared an authorization law with which I think you are generally familiar, and which was described in a letter that we sent to you on the first of August last.

That authorization law of which I have a copy here authorized the Director of Central Intelligence to provide for a headquarters installation by the acquisition of land at a cost not to exceed \$1,000,000, and the construction of buildings, facilities, and so forth, utilities, access roads, and that was at a cost not to exceed \$54,500,000, of which not more than \$8,500,000 shall be available to transfer to the National Planning Commission and the Department of the Interior for the acquisition of land and for construction to extend to George Washington Memorial Parkway, the present site of the research station of the Bureau of Public Roads at Langley, provided that the final location was fixed at Langley and provided further that certain funds for the acquisition of lands in the case the site should not be at Langley.

The Congress in that way took notice of the possibility, the high possibility, that Langley would be considered and might eventually be the choice. It did not, of course, pass upon what the choice would be.

In that letter which we wrote to you on the first of August, we stated we believed that Langley and the Alexandria area, those two areas, deserved the most serious consideration, and that we considered

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Langley preferable, but that we wanted to make a thorough study before presenting to you our further conclusions.

In order to get an independent and objective study by experts in the field, we engaged the firm of Clarke and Rapuano, and I think both of these gentlemen are well known to you, and possibly Mr. Clarke particularly because of his many years' work as chairman of the Fine Arts Commission.

Mr. Clarke will present his report to you after I have finished.

We also consulted with our architect, Mr. Harrison, who is here today, and Mr. Harrison has directed a letter to you which was delivered to you today, and he will speak briefly to you after I have finished. 7

I may say that in the preparation of the report, we extended all facilities at our disposal to Mr. Clarke and Mr. Rapuano, and laid before them all the correspondence and views of the residents of the Langley site and the views of the authorities of Alexandria and also Fairfax, and let them go ahead and do their work.

That report has been distributed to you. I don't know whether all of you have had a chance to read it, but Mr. Clarke will take it up in due course.

THE CHAIRMAN: We have received copies in the office, but they have not yet been distributed to the members of our Commission, and we will do that today.

MR. DULLES: In approaching the general study of this report, I think I should say that there were certain criteria with respect to the location of the CIA building which we suggested to Mr. Clarke and

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Mr. Rapuano, and also to our architects.

Our work impels these particular criteria. They are criteria that had been discussed at some length at the highest quarters of Government, and it is in consultation with those whom I serve that these criteria, a large part, were laid down.

The first criterion was a distance from those whom we serve in Government. The Central Intelligence Agency is a service agency. It is our duty to get before the President and the National Security Council, the Department of Defense, the Department of State, and certain other departments the information as to the changing international scene. We have to be near them to do that.

We are in daily consultation, and when I say we, I do not mean myself and my immediate associates, but literally hundreds of our employees are in daily contact with these other departments of Government.

We therefore felt that to comply with certain broad dispersal standards, it would be impossible for us to carry on our work. We felt it was more important to carry on our work during these days of peace, to prevent a war, where it might be safest for us in case something should happen.

This point of view was presented to the highest quarters of government, and that point of view is accepted. We fixed a general limitation in the neighborhood of ten miles, or about 20 minutes. It is the time really, rather than the distance which was the important factor. There is no use being five miles away, if it takes you an hour to travel those five miles.

It was a question of getting to the area and back in a

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reasonable length of time so as to carry on our work. Time in that respect is of the essence. The nature of our work is such that a great deal of it cannot properly be carried on by telephone or by teletype, or any of these other conveniences that maybe an ordinary business institution can employ in order to cover distance.

We felt it was also important to choose a site which would be as convenient as possible to the large number of our employees who live in the various areas of Washington, areas that we will point out to you a little later.

The people working with the CIA view it as a long-time, and we hope in most cases a life employment. Most of our employees are settled down; they have their own roots in the area in which they are located, and they live in Virginia, in Maryland, and in the District of Columbia, and we felt it was important that our building be located within reasonable reach of these people, so that they would not be required to uproot themselves in order to do their work properly.

Then another criterion, and one of the most important of all, is the criterion of security. Our work requires the highest degree of security we can provide for. Later I will go into that in some more detail with you.

We wanted to be in a reasonably isolated region with as much protection as we could possibly get, so that we could maintain our own security, the highest degree possible.

We felt that in order to accomplish that, in order to meet one of the most important needs, namely, parking, we would require a substantial amount of land.

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We thought 100 acres was the minimum. My advisers tell me that 100 acres is probably on the low side, and it would be important to have more than 100 acres. Those of you who are familiar, as many of you are, with the workings of the various departments here in Washington will realize that parking has become probably the major problem. It is one of the great factors in morale.

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I can hardly overemphasize that point. If in the days of winter and so forth you have to come and park a mile or a mile and a half from where you work, and slug to your work and then go back to your car at night, not only do you lose a great deal of time, but the health factor comes in, and there is nothing that would aid in the morale of the employees, nothing would raise, I believe, the standard of work by as large except for those lucky ones of us who have parking spaces assigned where we work, than to have good parking right through the Agency from top to bottom.

THE CHAIRMAN: I might add, we have not that problem in several guises.

MR. DULLES: In our discussions with the executive branch of the Government, particularly the White House and the National Security Council, as the Central Intelligence Agency is to work under the National Security Council, these general criteria were discussed and generally accepted as applicable to the Agency, and it is therefore within this general range of say 20 minutes to the center of Washington, near the White House, the Pentagon, and the State Department, adequate land, adequate security provisions, adequate parking were generally accepted.

We have studied and had studied even before we asked Mr. Clarke

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and Mr. Rapuano to make a study, we had ourselves studied some forty sites and we had reached a tentative conclusion from this study that two areas of Virginia, namely, the Langley area and the Alexandria area were the two areas that tend to meet the criteria.

After further study, we ourselves felt that the Langley site, for a series of reasons that I will mention, was the best site. It is the most convenient as far as our workers are concerned.

We have the protection there, being on a large Government-owned plot where we can get adequate security. We believe that -- Mr. Clarke is more of an expert on this -- but we believe that the road pattern as it would be constructed to Langley is far preferable to that of any of the other sites.

I recognize and I have received it in both prose and verse that there is opposition from some of the residents of Langley, and I do not take those too lightly.

I have been a landowner, and I have been a landowner in areas that I have seen changes in character. I understand it. When Mr. Clarke started on his work with Mr. Rapuano, I laid before them the various letters of protest and the various petitions and memoranda that had been submitted, which you have also received.

I appreciate the motivation of those persons. I think they are really unduly alarmed. I think there is no reason to believe that according to the plan which will be developed before you by Mr. Clarke and Mr. Rapuano, and by Mr. Harrison, that there is not the reason to believe that the fixing of the CIA site in Langley would be one that would have the change in the character of that location which some of

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the opponents of that site fear.

I have an idea, you know, Mr. Chairman and gentlemen, that we have somewhat neglected the Government employee from the point of view of the conditions under which the employee works. I have a view that one could put a Government building in a park land, an area with trees, an area with plenty of parking where the employees would be able to work under new conditions, where you would find a new type of employee. You would get more work out of him. They would live under different conditions. They would work under better conditions.

That is one of the reasons why when it was first suggested to me, and I was a little shocked at the thought of leaving Washington, of going out of the District into an area like this, but the more I thought about it, the more I felt that here was a chance to really pioneer the conditions under which employees work, and that was the reason why I felt so strongly about the Langley area.

Naturally, I look at it from the point of view of those who work with me and for me. In the CIA we do not have any generals and ambassadors and some of the privileges of some of the other organizations. We have to work for the love of it, and they have to work for their country, and have to work and live under conditions that are otherwise different, and I felt under a particular obligation to try to find working conditions which have probably been the worst that any agency has had up to this time, and to have the best possible conditions that I could provide for them.

After all, Washington and its vicinity was made the capital of this country. People are brought here from all over. It was made

the capital as a place where people would work for their Government, and I therefore think that the employee and the worker in these agencies deserves a real break, and while I recognize the problems, and I don't think they are nearly as great as sometimes thought for the landowner in this area, I perforce must look at this very largely from the point of view of creating conditions and new types of conditions for the devoted persons who work for me in large numbers.

I feel that a building here could really start almost a new era in developing conditions. I like this idea of a park there. The more of a park you have there, the better.

I would like to have my building, a dignified building in a park, and that is one of the reasons why I feel that some of the views of those who live in the area may be slightly mistaken.

We have a much smaller turn-over in our shop than most people realize, and far below the level of the Government as a whole. The employees are dedicated to their work, and I frankly do not feel that one need worry about them as neighbors.

I would like now to introduce Mr. Clarke, and to ask Mr. Clarke if he would briefly summarize his report, and then I will ask Mr. Harrison if he will do the same.

THE CHAIRMAN: We are glad to have you with us again, Mr. Clarke.

MR. CLARKE: I am afraid I have put in too many appearances.

THE CHAIRMAN: Not at all, sir.

MR. CLARKE: I learned just now that you have not had copies of this report, and if I may I would like to summarize as briefly as I

can what conclusions we arrived at.

I want to say that this is an objective report. My partner and I do not often get together on the same enterprises. We sort of keep separate, but this time we got our heads together, and we were not duty-bound to look with favor when we started this job on one side or another.

As a matter of fact, we looked over a great many of the sites that Mr. Dalles and his associates had under consideration because we thought some factor might have been overlooked with respect to those sites.

We found that we had a rather rigid criterion to adhere to, and within the confines of that criteria our studies were resolved, so that we had left two sites, the one on the Shirley Highway and the one at Langley.

We realized that the Central Intelligence Agency is one of the most potent factors for peace in the world that exists. And we started off with the notion that we were doing a job to find a suitable site for a governmental agency, if necessary, possibly at the sacrifice of some little comfort for some people.

I have been allied with public work and quasi-public work for a good many years, and I have never known yet when a governmental agency spent a large sum of money that there was not some opposition to it.

In that connection we started out and we had our engineers down here to look into all the problems with respect to public utilities, and to traffic on both of those sites. So we determined that after these studies that it is more convenient for the employees of the Central

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Intelligence Agency to reach the Langley site than it would be to reach the site on the Shirley Highway.

This Langley site consists of almost 750 acres of land. The Bureau of Public Roads controls 582 acres of that site, and the National Park Service 167-1/2 acres.

Taken as a whole, that is a very substantial area of land, most of which is covered by forest groves.

The site has an elevation varying from 280 feet above mean sea level down to something around 200 feet, within the entire site, exclusive of the escarpment on the Potomac River, which of course is the park area of that site.

And that means that the 1140 acres which the Bureau of Public Roads would be willing to release to the Central Intelligence Agency will be one part of this 750-acre tract. We believe that that development can take place with a very minimum of impact on the surrounding area. It will be necessary in order to develop this site to construct the George Washington Memorial Parkway.

That is sort of tied into this scheme, but the George Washington Memorial Parkway will some day be built anyway. It is in the planning stage, and I understand that preliminary plans have been made jointly by the National Park Service and by the Bureau of Public Roads, and it is a matter of timing. You would get that parkway a little sooner because of the Central Intelligence Agency if they go to this site at Langley.

Our studies -- and I have not gone into all the details of the traffic studies that we have made -- it would take too long, but

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may I say this, in summing up the traffic problem, that the construction of the George Washington Memorial Parkway from Spout Run to the site initially paved, four lanes wide, with the improvement of the Francis Scott Key Bridge, widening it from four to six lanes, which I understand is going to happen pretty soon, with the construction of the bridge across the Potomac from the end of Constitution Avenue to which I voiced some objection in this room some time ago, and that alone will make the Langley site better serviceable to those who use it than would the site on the Shirley Highway, even though the Shirley Highway were widened to six lanes down to the so-called Winkler site.

Now, when I say that, I mean that with the construction of the parkway to the site that it will not necessarily be necessary to immediately widen Chain Bridge, or to affect changes in the street system on the District of Columbia side, in order to make this tract readily accessible and more accessible than the Shirley - Memorial site, even though there are six lanes on the Shirley-Memorial site.

Now we have figures that we believe will prove that statement. Of course, I realize that traffic figures can be made to lie, but we have been wrestling with them for a great many years, and we have been objective about this, because certainly we have no axes to grind, and we firmly believe that they can be substantiated.

A good deal has been said in the hearing that was conducted in my presence by the Central Intelligence Agency concerning the problem of the impact of this development upon the surrounding areas of land.

I am somewhat familiar with what has gone on in Washington and the vicinity over the past, what shall I say?--25 years. I first

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came down here in 1931, and I have been tripping down here on occasion ever since, and I think that this site, and by reason of the fact that this building or buildings will be erected in a park area of 750 acres because you have got to reckon with that whole area of public land, will have the least impact upon the surrounding areas of any other governmental development within the environs of the District of Columbia.

Now, I am sure that the CIA would wish to have your zoning in Fairfax County in the vicinity of this site remain as it is, or improved, if possible.

When I say improved, I mean less density rather than greater density.

They would be unfavorable to the development of the periphery of that site with a commercial development, and since 70 percent or more of those who go to the Langley site from the District of Columbia and from certain points in Virginia which lie to the south would leave the site via the George Washington Memorial Parkway, you can readily see that there would be less than 30 percent using roads in Virginia on the west and south of the site.

We think that with the development of the site by the architects, that a broad band of forest growth which is there now, and which might very well be implemented by reforestation would give a protective border of forests around the edges of the site, and I said that in the summertime I dare say that the buildings would not be seen from the outside.

We have gone into the problems related to water supply, to sewage disposal, to electric power and light, and to any other public

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utilities that might be pertinent to the development of this site, and we find we might say generally that the two sites are about equal from the standpoint of public utilities.

Certain monies have to be spent in either case. There is a sewer on the Shirley-Memorial site, which we understand is not entirely adequate, but we understand there are plans for an additional one.

At the Langley site, we have been given to understand by the people whom representatives of my office have interviewed that the proposed Pimmit Run sewage disposal plant can be enlarged and may be enlarged and will be enlarged to accommodate the requirements of this building.

It must be remembered that with this daily population on the site, only an eight-hour population or generally an eight-hour population, possibly a ten-hour population, that the load probably won't be any heavier than if the same site were occupied by residences where there is a 24-hour load on public utilities.

And so I will read the closing paragraphs from my report, and I say:

(Mr. Clarke read certain paragraphs from his report.)

Thank you, Mr. Chairman.

THE CHAIRMAN: I believe you would like to have Mr. Harrison speak now, is that correct, Mr. Dulles?

MR. DULLES: Yes.

THE CHAIRMAN: Mr. Harrison.

MR. HARRISON: Mr. Chairman, I can be very brief.

Speaking only for the architectural problems that we face here,

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we have seen both sites, and it is certainly possible to build a building on the Winkler site. I think we would have to build a boat to carry it. I think we would have to build a Chinese Wall around it in order to keep the sounds out.

I think we would probably have to build a hotel or motel to accommodate the people who cannot get out. We would probably have to build a junior Pentagon if we went there. We certainly are very much against it as architects. We do not see any way to build the kind of building that the Director asked us to talk about and think about when he first talked to us about the site.

When we started to work on this, Mr. Dulles said that subject to the efficiency of the work of the organization and the cost of the buildings, he wanted to have this building or this group of buildings as much like a university campus as possible. He wanted to have the buildings there so that the relationship of the buildings to parking would be such that you would not have to walk across half a mile of parking to get to a particular place in the building.

He wanted to have the site to look somewhat the same as -- I was about to mention Princeton, and he said don't mention that, but he said we could probably mention the University of Virginia -- but the atmosphere around the CIA ought to be--

MR. DULLES: I have no objection to Princeton. I want to make that clear, being a graduate of it. It might seem I had a prejudice.

MR. HARRISON: We were rather, I think, shocked at the other feeling about the CIA coming into the site, because we had thought at all times of really a group of buildings that would be a credit to the

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community, being built in an area where you would have plenty of parking space around the buildings, and you would have something that would fit into your modern pattern of having a life while you work, as well as when you go home to your own living quarters.

I would not want to have anything to do with the Central Intelligence Agency building, if it had to be another Pentagon. I think we have all had enough experience with that type of thing.

I am sure that with this very beautiful site, and you have all been there to see it, with the area that will be available, and you have all been there to see it, with the area that we have available and with the type of people who will be employed at the Central Intelligence Agency, that we can make something that not only will be a joy to the community, but a real help to planning as we all understand it for the future of Washington.

THE CHAIRMAN: Mr. Dulles, would you like to add something further?

MR. DULLES: No, I have nothing to add. I thought if you had the executive session, later on, that there were one or two security matters that I would present to you.

MR. LOEHMAN: Mr. Chairman, he made some remarks about sound and Chinese Walls, and float this building. What is all that about? I wasn't aware of these things.

MR. HARRISON: We haven't had the time nor the money to take borings down on the Winkler site, but you have been down there, and when it was fairly wet and seen the conditions we were up against with respect to the foundations, I think probably we would have to put a mat

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down and float that building.

Certainly along the highway where the building would be below the highway, you would have to have solid walls to keep out the sound of the highway affecting the building, plus the possibility of visual stopping at this point, something that would stop people from being able to look in and see what was going on from that high point.

From a parking point of view, there is no way to arrange the parking where you could separate it from individual units of the buildings, because the buildings would take up so much of the area, and the parking would take up so much. You would have to have big, massive, areas of parking.

MR. OWEN: Why couldn't people get away? You said you would have to build a hotel for them there.

MR. HARRISON: My impression is that the highway would be much harder to get onto in order to get away from the Winkler site than from the other site.

THE CHAIRMAN: I noticed that statement, too, and I am sure it will come up again. Apart from statistics, you may have, I wonder if you would just elaborate on that point a little bit.

Our Commission went out there yesterday, for example. We came home about four-thirty. We came home very comfortably without any congestion, and even though the Memorial Bridge happened to be blocked, which necessitated our turning around and going down to 14th Street, we still managed to come back quite comfortably.

Now, there are no large installations beyond this area and beyond the Winkler tract, and the flow of traffic would be contrary to

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the rush-hour flow. What, apart from statistics, do you have in mind that would make it difficult to use the highway?

MR. CLARKE: There are 1,100 vehicles per hour average between four o'clock and six p.m. The Bureau of Public Roads supplied these statistics.

THE CHAIRMAN: This is inbound?

MR. CLARKE: This is all inbound. With the two-lane Shirley Memorial Highway, it would take three hours and 18 minutes to get three thousand cars out of the parking space.

THE CHAIRMAN: Wouldn't you have the same two lanes on the George Washington Memorial Parkway?

MR. CLARKE: Yes, but we don't have the 1,100 vehicles per hour in addition. That would be a dead end until they build the Cabin John bridge, and after the bridge is built at Cabin John, we recommend three lanes out in each direction.

THE CHAIRMAN: That would be corrected if it is widened?

MR. CLARKE: Yes.

MR. LOHMAN: What would have per hour out of the dead end?

MR. CLARKE: Just a moment, the charts show it. The answer would be that it would take one hour to clear all the vehicles out.

THE CHAIRMAN: At this point, I assume, Mr. Dulles, that you would be glad to have any questions from members of the Commission and the Regional Planning Council?

MR. DULLES: That is what we are here for.

THE CHAIRMAN: Thank you. After that, we will hear these three people that I spoke of before. I am sorry that there are a great

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many people in the room who are asking for opportunities to be heard, and the Commission took action yesterday that they would like to hear briefly about these petitions from the City of Alexandria, which did not appear at our public hearing.

After that we will go into executive session.

I am sure Mr. Dulles would be pleased to answer any questions by members of the Council or members of the Commission.

MR. GINSKY: I have one question, Mr. Chairman.

The Cabin John bridge was mentioned, and we have 39 percent to 41 percent of the Central Intelligence Agency employees living in Montgomery County.

Now obviously they have to go completely through the District of Columbia, across Chain Bridge, and back up the new George Washington Memorial Highway to get to work.

Prince George's County has approximately 13 percent of the employees, and they have to go even further.

Now we are presently building the inter-county belt highway in Montgomery County, and it will soon be in Prince George's County. The Cabin John bridge is a section of the inter-county belt for which we have no money at the present time.

If approximately 50 percent-odd of the employees live in Maryland, and there is a genuine interest to get those people to work quickly, would you consider some of the money going towards the building of the Cabin John bridge and the western portion of the inter-county belt to get 50 percent of your employees right smack at Langley?

3 0 8 2 4 0 1 0 0  
\$11000000 MR. DULLES: I would like very much to see that. That

depends on Congress. If Congress would do it, I would welcome it.

MR. GINSBERG: We could go from our county across the inter-county belt, 50 percent of your employees, and they would be going counter to rush-hour traffic, and they would never encounter any presently existing roads, and they could travel on a limited access highway right smack to Langley.

If you could take some of the funds and put them toward the building of the Cabin John bridge, a great many of the traffic problems, bridge problems, would be solved, and I am convinced there would be a great deal less expense than anything you propose today.

Your employees would profit, more than 50 percent of them.

MR. DULLES: There is a great deal in that. Would you comment on that, Mr. Clarke?

MR. CLARKE: There is no question about the importance of what you mention. We emphasize in this report that this headquarters is a long-range proposition, and we should look forward to the bridge in the vicinity of Cabin John, because it would place this headquarters in the best possible site in the District area, because you would have the outer loop and probably the planners would call it the middle loop, because I understand there is one still outer. I called the middle one the outer one.

MR. DULLES: That would also be of interest, I should think, to Maryland, because that would make that area of Maryland, from a residential point of view, more desirable than it is today.

MR. GINSBERG: It would be the next best thing to getting the Cabin John bridge.

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MR. BROOKFIELD: It will be ready for use by the first of July. That was not quite brought out.

MR. LOHMAN: I would like to get a little further information on the point that confuses me a little bit.

The suggestion is made that this ought to be conceived of in long-range terms, and I think we are all agreed between ourselves upon that, and yet all the considerations with reference to the movement of population are predicated on a maintenance of the present population.

If you build these facilities, what reason do you have to believe that all these people who work for the Central Intelligence Agency will insist upon living where they are, and will insist upon commuting to the new facility? What is the basis for that?

MR. DULLES: I do not say that, but as their leases terminate, and if they get a high price for their houses, they would tend to move.

On the present salary scale, I am able to say that there are very, very few of them who could pay the prices that the land in this area of Langley will bring. They would move beyond it.

MR. LOHMAN: By the same token, there are developmental principles that are designed to overcome that obstacle.

MR. DULLES: Some of that is inevitable. I will not predict that all the employees will stay where they are today. Some of them will move, of course.

MR. LOHMAN: Do you have any judgment as to how that will affect that region since that is something you did not address yourself to?

MR. CLARKE: I have always tried to deal in a limited objective,

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and I do not try to project myself into the future, certainly not in Washington or any other large city. This Langley site would be in the Projected outer loop, and also on the George Washington Memorial Parkway, and it would also be reached by the dual parkway proposed in Maryland on the opposite side of the Potomac River, and it would also be served by roads that, according to the new plan for Fairfax, could serve the site, and I cannot conceive of a site in the metropolitan area of Washington that would be better and more easily reached than the Langley site, no matter what the changes are in the population.

Certainly the outer belt would attract people that are going to the Langley site from the District of Columbia, would be going by the outer belt, while people coming from the outer belt would be going into the city, and the traffic would always be reversed.

MR. GIMENEY: You mean the inter-county loop in the county?

MR. CLARKE: Yes. I did not expect that that would be a factor in this discussion.

THE CHAIRMAN: Are there any other questions?

MR. OWEN: Have you given any thought to Canal Road from Weaver Place to Chain Bridge, and what would be done with Weaver Place up to MacArthur Boulevard and Chain Bridge?

I think it would be wholly inadequate to move the amount of traffic, coming from Maryland the District of Columbia, across it.

MR. CLARKE: I did say previously that the George Washington Memorial Parkway of four lanes served by the Francis Scott Key bridge, the Arlington Memorial bridge, the new projected bridge across the Theodore Roosevelt Island, would serve the Langley site better traffic-

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wise than would the Shirley Memorial highway, even when it is divided, widened to six lanes.

In addition to that, it is certainly highly desirable to improve Chain Bridge and Route 123 going up to Langley, but even if that were not done in the first instance, they would still be better off getting to Langley than they would to the Shirley site, and those suggestions were made with respect to improvements in the District of Columbia, and we discussed these problems with the people from the Bureau of Public Roads, and they thought those improvements would be desirable, but they are not imperative.

MR. OWEN: Until that is done, a certain number of people from Montgomery County would have to go across Key Bridge.

MR. CLARKE: No, because the traffic on the Chain Bridge is coming in the opposite direction in the morning. You can still get more traffic going west in the morning. The difficulty of Chain Bridge and Canal Road is the left-hand turn, and there are two left-hand turns getting up.

MR. OWEN: You have a very narrow roadway on Weaver Place and Canal Road.

MR. CLARKE: Yes.

MR. OWEN: Another question is that of sewage disposal. You said the plant would be enlarged on Pimmit Run to take care of the seven thousand employees. That doesn't take care of the increase in population which might come about by reason of the Central Intelligence Agency building being there. What do you say about that?

MR. CLARKE: The only way to answer that is to say that the

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only thing we go on is what the people in Fairfax County tell us.

They told us they could take care of the problem of sewage disposal.

MR. OWEN: And the effluent would have to go into the Potomac River below the intake, but wouldn't that have a tendency to add something to the pollution of the Potomac River?

MR. CLARKE: If there is a complete treatment at the plant, it shouldn't be.

MR. OWEN: Does it contemplate a complete treatment plant?

MR. CLARKE: Yes, I think they do.

MR. REICHGALT: I have heard no mention of Prince George's County. We have land available and facilities available. I would like to know why Prince George's County was ruled out.

MR. CLARKE: Only on the basis of the topography and distance.

MR. REICHGALT: And specifically what does that mean?

MR. CLARKE: Well, the time element, and in some cases the topography, too.

There was one site that my partner looked at where there were 250 acres; I believe it was, and the difference in elevation varied 250 feet, within that 250 acres, and it was very difficult to build on.

MR. DULLES: We would have to go through the full traffic in Washington. That was the basic reason in our thinking.

MR. REICHGALT: You have new highways being built at the present time. East Capital Street would be built, and you have no natural barriers such as the Potomac River.

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C You have adequate facilities for water and utilities, telephones, excellent roads, at no additional cost, and the land is free.

MR. CLARK: Most of these other areas were pretty well gone over before we came into the picture, and as I said at the beginning of my remarks, we did look at some of them and most of them.

MR. REICHLE: Did you look at the so-called Crescent site at Good Luck Road and Edmonston Avenue?

MR. CLARK: I did not, but my partner did. I wasn't quite familiar with the street names.

Oh, yes, I was there myself. He was both there.

MR. REICHLE: The topography is all right.

MR. CLARK: The property is all right, but the time element is too great. We come in from there, and you have to come through all the Washington traffic coming in from the east.

MR. REICHLE: But the facilities for roadways are a good deal better than at Langley.

MR. CLARK: It took us a good deal longer to come in to Washington.

MR. REICHLE: Of course, we are undergoing a construction project of some \$20 million worth of roadways in that area which won't be there for another six to nine months yet.

MR. CLARK: Even with that, you still have to come through the city of Washington.

MR. REICHLE: Don't you have to come through the City of Washington to go to Langley?

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MR. CLARKE: Partly, but this is during the daytime when the staff are bound for the State Department and other places here in the city to do their businesses. This is not a matter of employees getting in to their place of employment and getting home from there.

The criteria points up the fact that members of the staff must be at certain places during business hours, within a twenty-minute time.

MR. DULLES: From Langley you would only go as far as Key Bridge.

MR. GUTHEIM: In view of the fact that this type of dispersal by now has become a thing with which we have quite a lot of experience, what with the decentralization of the health centers at Bethesda and the Census Bureau at Suitland, have there been any studies of those experiences that would tend to illuminate the exact nature of the impact and the type of changes upon employees, their residences and the travel patterns that now exist? Have you gone into that at all? Have you tried to study what previously happened in order to determine what will likely happen in this case?

MR. CLARKE: Only based on our experience.

MR. GUTHEIM: What kinds of experience would you have had, for example?

MR. CLARKE: I don't know if this questioning avails anything. We have done this sort of thing possibly not in the Washington area, but certainly in other places.

We are familiar, thoroughly familiar, with the problems related to traffic, and probably designed as many throughways and parkways as anybody in our area, and we know a lot about the traffic.

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problems, and we applied that knowledge to this.

MR. GUTHRIE: You haven't studied the experience of any of the other installations that have been located in the outer areas of Washington, other departments of Government?

MR. DULLES: There have been none, yet. There is one down at Hades that will be occupied soon, which is the Atomic Energy Commission, which has just been built.

MR. GUTHRIE: Of course, we think of Suitland of being such an establishment, and even the Pentagon itself, where a major movement of population from the north bank of the Potomac to the south bank of the Potomac has taken place. These are all quite significant and applicable types of experience as far as I can see, and I was interested in knowing whether you could have approached it from that point of view.

COLONEL WHITE: We have considered the Suitland project as one of those that compares, and we have talked to quite a number of people in the Census Bureau, and from our experience it certainly has indicated that the people have not all moved to Suitland. There is still plenty of area out there, and by and large there is still the same problem of getting from the homes in which they lived before the Census Bureau was established at Suitland to the places where they work now. That is what we have found, that they have not actually moved out into the area surrounding the Census Bureau.

MR. GUTHRIE: Has there been any effort, in view of the morale factors and employee attitudes which Mr. Dulles referred to to make any studies of the desires and attitudes of the Central Intelligence Agency personnel themselves?

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Has there been any employee interviewing for example on things of that kind that would show how they feel?

MR. DULLES: It has been hard to do that, because everything has been up in the air. No decision has been reached, and it would be very difficult to interrogate the employees on that. We have tried to do something of that sort.

THE CHAIRMAN: You would almost have to ask them their choice between different sites.

MR. GUTHEIM: I do not feel these questions will be settled by polling employees, but I do think that the question of influence on factors of morale and employee turn-over would be important.

COLONEL WHITE: We have discussed the problem for over four years, and that was with a large number of employees in the Agency, and we have tried to feel the pulse not by sending out questionnaires and asking for a popular vote, but we have tried to get the sentiment through the supervisory channels available to us.

As Mr. Dulles has said, the greatest problem is parking, and most of them would put up with almost anything if they could be assured that they would have a place to park their cars. By and large my judgment would be as positively as I can give it to you that the great majority of the employees would far prefer to be in a park-like setting with ample parking places than they would be to have to fight through Washington to areas such as at Greenbelt or the Suitland area. While we have not done this by popular vote, I think we have the feel of our employees on this matter.

MR. GINDERY: It looks to me as though the eight-hour traffic

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which occurs -- not the rush-hour traffic -- is relatively negligible as far as the Central Intelligence Agency is concerned.

Therefore, the movement of traffic from the Central Intelligence Agency to where people live is almost on a par with parking.

Inasmuch as the building won't be started or designed for probably a year, would the Central Intelligence Agency and the consultants consider amending somewhat the act of Congress that allocates the money for the building of roadways, so that consideration could be given to Cabin John bridge, and the extension of the Virginia George Washington Memorial Parkway?

We already have a highway system on our side of the parkway which would carry a lot of traffic to the bridge at Cabin John.

By a slight authorization and allocation of the funds if we could complete the western leg of 240, and get the Cabin John bridge built by expediting the Federal funds, which may become available next year, it would seem to me that all existing bridges in the District of Columbia would be relieved of almost all the traffic, and it would be of unending benefit to roughly 60 percent of the people living in Maryland, and they would be going counter-wise to the traffic and you would be relieved of a great deal of trouble.

MR. CLARKE: That is the ideal, yes.

MR. GINGERT: This will hurt Prince George's County's feelings, I am afraid, but to get the traffic moving faster it gives the Virginia people some interest in getting that right-of-way completed which we have not gotten now.

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THE CHAIRMAN: Unless there are some further urgent questions upon the part of the members of the Commission, I would like to mention just a word about some of the correspondence we have received and then ask for those gentlemen whom we invited here to present their petitions.

I may say first, Mr. Dulles, we have a telegram from Senator J. Glenn Beall, requesting consideration of certain Maryland sites, and then I have two specific proposals for sites in Maryland, which at least meet much of the criteria and I will be turning them over to you.

MR. DULLES: Do we have copies of them?

THE CHAIRMAN: No, they were just sent to me.

MR. DULLES: May I have copies of them?

THE CHAIRMAN: Yes, I will be glad to see that you get one.

Then a member of our Commission who serves from House Con. on the District of Columbia, Mr. Hyde, sends a telegram regretting his inability to be present today, and recommends proposed sites in Maryland in preference to Langley, as being better planning.

Also, there is a letter from Senator Dirksen, in favor of the site on the Shirley Memorial Highway.

We have received also in addition to that something less of about 100 different letters from individuals in the area, all of which have been acknowledged, and which I do not think need to be read here.

We also have a communication which was read yesterday from the American Planning and Civic Association.

I neglected to mention a letter from Senator Keely, in which he also expresses his regret at being unable to be present at the

meeting today. He asks to be recorded in favor of the Shirley Highway site.

I think that takes care of most of the communications at this time.

MR. ZAHNBEHN: I brought a brief letter, and we view with some apprehension the thought of office buildings being built in nice park sites.

THE CHAIRMAN: I believe there is one from Congressman McMillan, expressing approval of the Shirley site.

May we at this time hear from the gentlemen whom we invited here today to present their petitions, and I am sure they are aware of the fact that because of the time limitation, and because we had a previous hearing on this matter, we would be pleased to receive any petitions, but not to go into a further hearing.

I believe there was Mr. Townsend.

MR. TOWNSEND: Mr. Chairman, there was some misunderstanding on that.

I am a Fairfax County resident, and I have been very favorable to the Langley site.

Mr. Richard Smith, who is the chairman of the McLean-Langley Citizens for the Central Intelligence Agency was considered the most appropriate person to deliver the 2,600 names, and I will turn this over, with your permission, to Mr. Smith.

THE CHAIRMAN: We will be glad to hear from Mr. Smith. I am sure he understands we have a limitation on our time.

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MR. RICHARD M. SMITH: May I have five minutes, sir?

THE CHAIRMAN: Five minutes.

MR. SMITH: Mr. Chairman, it won't take me but five minutes, but it is important that I have these three maps put up.

There are three things I want to point out. One is the local feeling which has been made a good deal of, especially in the press where most of it has appeared.

Then the other one is the planning of that area by the master plan of the county, and then the other is the general location of it showing what we consider at least the ideal position.

Now first as to the local attitude. This is a general map of the whole county, and the Langley site of the Central Intelligence Agency is right here. We did not go out for petitions. For one thing, I do not think petitions tell too much, but we did take for the Senate subcommittee appropriation a survey of all the property owners in this area here between Plank Run and the river, which is a natural area by itself on both sides of Route 123, all the way to the Arlington line.

This is a blow-up map of this area. Everything you see in green here are the homeowners who signed the petitions saying they did not oppose the location of the Central Intelligence Agency at Langley.

The Fairfax County Planning Commission which prepared this map for us, in the later edition of this, had up in the corner that this was the land that they considered the only land or the land which was directly affected by the Central Intelligence Agency.

231 The people that signed this petition owned over 80 percent,

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85 percent of all the land which was directly affected. Now later we did take a survey just recently, which are those petitions that you have, some 2,600 people indirectly affected, covering the area that is generally around this area here further out. It comes out sort of like this. But we got 2,600 names on it.

We understand the opposition has made a very intensive canvass also and have 700 names. I believe on theirs, both the husband and wife signed, and anyone over eighteen, so I don't know how many families the 600 or 700 cover, but I think we have a great deal more sampling who do not oppose it.

On the zoning -- and this is the master plan of land utilization -- this big pink line is the area which under the master plan calls for close development. It is the area which is covered by utilities and water. This is a water map here. All these red things are water.

In the McLean area, we are at present putting in a \$2 million sewer system with a disposal plant that you were talking about. We have kept it rural so far, but when we put in that sewer line, it will come in there whether the Central Intelligence Agency comes in or not.

This is the belt highway and the County realizes that inside that belt highway with the sewerage and utilities coming in there will be a change so that the feeling or the talk that if the Central Intelligence Agency doesn't come in here that this is going to remain exactly like it is is very erroneous in our opinion.

This is a map from the Maryland Capital Park and Planning Commission which shows the location of the Central Intelligence Agency

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at Langley in comparison with other Government agencies.

This is the belt highway and the Cabin John bridge which comes around here. That has been made the top priority of Virginia under their urban roads part of the proposed National Highway bill.

This entire area, including the bridge was recently, in the last month, has been taken into the national highway program which assures that the Government will pay 60 percent of this construction if the President's highway bill proposed this summer goes through and that Federal contribution will jump to approximately 70 percent.

This is the Washington National Pike coming from Rockville down to this which is under construction, and I am informed by the road man on the Maryland National Capital Park and Planning Commission, they will be at this bridge within three years which is the time that the Central Intelligence Agency would be building. So you see there is a direct connection there.

This is the National Security Agency, which I am told is here, which is on the Washington-Baltimore Pike, coming down to the central highway, which under the present plan is a project that will take several years to build, showing how you can get to the Central Intelligence Agency without going through Washington.

This is the White House white here, straight on down to the Memorial Bridge, and this is the Capitol down on Constitution Avenue, and this is the Pentagon, showing how the Central Intelligence Agency is at this location, and with this network will be in quick proximity to each one.

The Memorial Boulevard will be extended up here.

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The money has already been appropriated for the Canal Road to be extended up.

THE CHAIRMAN: Mr. Smith, your five minutes have been up quite a while ago. It has been seven or eight minutes.

MR. SMITH: I would like to say that that poem to which Mr. Dulles referred was written by the secretary of our group for the Central Intelligence Agency which put in this ad in the Star, and that she is one of the signers of this petition, Petition No. 30.

THE CHAIRMAN: I am sure Mr. Dulles was much comforted.

We have a petition also from another group. Who will speak from that group, Mr. Nolen?

MR. NOLEN: Mr. Fisher.

MR. ROGER FISHER: I would like to have the same kind of five minutes that Mr. Smith had.

This is a petition signed by some 700 residents and property owners in the area. I would like to discuss this a little bit.

While I call this a list of names, he calls it a petition. The address of every signer is given, and we have a pin in this map showing where everyone who signed lives. The X marks the site of the Public Roads property that can either be a park or an office building. I recognize that this was not to be made by a Gallup poll, but I think you are entitled to know what the residents of the area want.

These people signed a petition. It did not mention the Central Intelligence Agency. I would like to read it to you. It says, "The undersigned residents and property owners of the Langley-Kelowna and Forestville precincts of the District of Columbia urge

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"1. That the present general character of the area be maintained through adoption of residential zoning of one acre or more in substantially those areas for which such zoning is proposed in the McHugh master plan.

"2. That to the same end the Government tract at Langley be preserved for use as a wilderness park, and that no large building of any Government agency be located there."

This area is zoned one acre now, and out here it is three acres, and above. We know what we want. You are the experts. We need your advice as to how to get it.

I do not believe the opposition petition is a neutralist one. It says we do not object to the Central Intelligence Agency locating in Langley, or words to that effect.

The three basic differences between this petition as representing our sentiments and the other are first, we have a program and know what we want.

Secondly, these are local residents. They are on the map.

Third, this was recruited by voluntary residents and land-owners. They are not financed by the commercial interests. The lack of petitions as suggested -- the petition was going around until yesterday and was being circulated by the McLean Businessmen's Association. The opposition was using paid solicitors who received \$1 an hour, and five cents a name.

Some of the names are in Oaktown and Vienna. Their petition is misleading.

I would like to point out the last part of it. He quotes

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Senator Humphrey saying that he saw a map showing that over eighty percent of the property owners in the immediate vicinity of the site favored it. First of all, it is not 80 percent. It was alleged to be the owners of 80 percent of the property.

In this district down here, that is quite something. Secondly, it is not in the immediate vicinity. The map that he had went down this way and stopped before you got into the Langley area.

Third, they did not favor the Central Intelligence Agency. They merely said at the request of a neighbor that they did not object to the Central Intelligence Agency. That is the petition and what you can do to carry out the plans that we like and that Mr. Dallas says he would like to have, the character kept the same, and he wants to have the area keep its charm of low density houses -- it is your job and the law gives you that job.

I would like to say one more thing.

As much respect as we have for Mr. Clarke and Mr. Dallas and their views on this matter, by congressional law they like every other agency are required to work through this Commission and the central planning agency and your advice is required. Don't let your advice be pressured. Give the public and the Congress your advice, and we will see whether it should be followed or not.

MR. SMITH: Mr. Chairman, may I comment on something he said?

THE CHAIRMAN: You have each had an opportunity to present your petition, and that is what we are interested in having. We did vote yesterday to have a representative appear from Alexandria since they were not represented at our public hearing, and if anybody is here

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representing the City of Alexandria we would be glad to hear from you at this time.

MR. IRA F. WILLARD: I am here to speak for the City of Alexandria on this matter.

When it came to the attention of the City of Alexandria that the CIA was looking for a site for its new building, the City of Alexandria immediately and without equivocation sought to have the building located in the City of Alexandria.

That has been our position for almost a year. We have wanted the building from the beginning and we will continue to exert every possible effort to inform all public officials who are concerned with this decision of the many advantages which the City of Alexandria offers.

Other political subdivisions have been for, against, and in between during this time. Within the past 30 days a poll of Fairfax businessmen was taken and indicated 70 percent favoring the location in Alexandria, this includes the Vice President and several members of the Board of Directors of the Fairfax Chamber of Commerce.

The reason that the City of Alexandria wants this building is because the City of Alexandria offers more existing advantages for the location than any other site that has been proposed.

Since the Langley site has been recommended by the consultants and their recommendations concurred in by the CIA officials, we would like to be specific.

1. All utilities, access ways, housing, schools, community services and facilities are already in existence and available at the

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Alexandria site, with only a minimum of expense to provide ingress and egress to the site.

2. No utilities, access ways, housing, schools, community services and facilities are presently available at the Langley site.

3. In order to provide for these facilities and services, it is estimated that the expenditure of Federal funds would have to be made in an amount between \$50 and \$100 million. For access ways alone the following would have to be provided:

- a. Extension of George Washington Parkway to Chain Bridge.
- b. Extension of George Washington Parkway from Chain Bridge to Cabin John bridge.
- c. Widening of George Washington Parkway from four lanes as planned to 6 lanes that will be required.
- d. A new Chain bridge will be required.
- e. Canal Road and Arizona Avenue must be improved.
- f. Connecting roads from boundaries of actual site must be provided.
- g. Rebuilding of Route 123 as six-lane highway from Chain Bridge to Langley.
- h. Rebuilding of Route 193.
- i. Widening of Glebe Road, road to Vienna, and other local roads.
- j. Cloverleaf construction at intersection of George Washington Parkway and Route 123 at Chain Bridge bottleneck.
- k. Construction of the intermediate circumferential highway in Virginia running from a new Cabin John bridge through Fairfax

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to a crossing of Shirley Highway near Springfield.

For utilities it is estimated that a sewerage system and treatment plant would cost about \$1 million. Extension of Falls Church water main would cost about one-half million dollars. What the cost of providing electrical and telephone services would be is not known, but in view of the rural nature of the area and the very limited services available, the impact would be considerably felt by the utility corporation and might increase the rates to the whole community.

4. The newspapers reported that one of the factors in making this recommendation was the fall-out from atomic bombs. When it is considered that the deadly radiation from the H-bomb would cover a 7,000 square mile area, about all you could get out of the fall-out factor would be a good chuckle and this is no laughing matter.

There is a fundamental principle involved in this case which is local government initiative v. Federal subsidization which is the same principle involved in the Dixon-Yates project and when the real facts were known President Eisenhower directed that the contract be nullified.

We think that all of the factors are in favor of Alexandria and we still trust that the wisdom of the officials of the Federal Government will see to it that the building is located in the City of Alexandria.

Thank you. Five minutes?

THE CHAIRMAN: Yes.

MR. DILLIES: I would like to express to the City of

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Alexandria my appreciation for the cooperation that you have given me throughout, and I am appreciative of that whether we move there or not. You have been most considerate and most cooperative throughout.

May I say that on the fall-out matter, that is not a point that I made. I think that is a point that the newspapers made. I think that you are quite right in your comment.

MR. WILLARD: We like you all, too.

THE CHAIRMAN: Gentlemen, we will now adjourn and go into Executive Session.

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NATIONAL CAPITAL PLANNING COMMISSION

Washington 25, D. C.

November 8, 1955

Mr. Allen W. Dulles, Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Mr. Dulles:

In accordance with your request, I am enclosing copies of the several communications which the Commission and its officers have received from Senators and Congressmen relative to the location of the headquarters building for the Central Intelligence Agency, all of which were presented at the joint meeting of the Planning Commission and the Regional Planning Council which you attended last week.

Sincerely yours,

Harland Bartholomew  
Chairman

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UNITED STATES SENATE

Committee on  
Labor and Public Welfare

November 4, 1955

Honorable Harland Bartholomew, Chairman  
National Capital Planning Commission  
Room 7013, Interior Building  
Washington, D.C.

Dear Mr. Chairman:

Prior commitments in my State unfortunately will prevent my attending the meeting of the Commission today. I understand that we may be called on to express our views concerning the site of a headquarters for the Central Intelligence Agency.

If this question arises, I ask to be recorded in favor of the Shirley Highway site. From my study of the matter, it seems clear that use of the Langley site will be far more expensive for the Federal Government and the District of Columbia; will destroy the scenic values of a potential park area; and will entirely change the character of the surrounding community. The alternative Shirley Highway site has none of these disadvantages, and to me appears clearly preferable.

With the best of wishes and the kindest of regards, I am, always,

Faithfully yours, •

(signed) MATTHEW M. NEELY

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HARLAND MARTHOLOMEW, CHAIRMAN NAT CAPITAL PLANNING COMMISSION-  
ROOM 7013 INTERIOR BLDG-

I HAVE BEEN VERY MUCH INTERESTED IN THE SELECTION OF A SITE FOR  
THE NEW C I A BUILDING. I FEEL THAT THERE ARE LOCATIONS IN  
MARYLAND CLOSE TO WASHINGTON WHICH WOULD MEET REQUIREMENTS AND  
WHICH WOULD NOT NECESSITATE THE EXPENDITURE OF ADDITIONAL SUMS  
FOR IMPROVEMENTS. I RESPECTFULLY REQUEST THAT FURTHER CONSIDERA-  
TION BE GIVEN THESE MARYLAND SITES

J. GLENN BEALL UNITED STATES SENATE

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WESTERN UNION

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HARLAND BARTHOLOMEW, CHAIRMAN NATL PLANNING COMM-  
7013 INTERIOR BLDG-

I UNDERSTAND THERE IS ON THE AGENDA OF THE COMMISSION TODAY THE  
QUESTION OF THE LOCATION OF A NEW CIA BUILDING. THE PROPOSED  
LOCATION AT LANGLEY SEEMS TO BE BAD PLANNING FROM THE STANDPOINT  
OF TRAFFIC AND OTHER FACILITIES. I STRONGLY URGE YOUR EARNEST  
CONSIDERATION OF PROPOSED SITES IN MARYLAND WHICH MEET REQUIREMENTS  
OF GOOD PLANNING AND OFFER ALL NECESSARY FACILITIES-

DEWITT S HYDE MEMBER OF CONGRESS SIXTH DISTRICT MARYLAND-

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John L. McMillan  
6th District, S. C.

Committees:  
Agriculture  
District of Columbia

Home Address:  
Florence, S. C.

CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, D.C.

Tel. 6902  
OFF. 8110

August 17, 1955

Washington Address  
Suite 251  
Tel. Na 8-3120  
Ext. 755 and 1095

Florence, S. C.

Mr. Harland Bartholomew, Chairman  
National Capital Planning Commission  
New Interior Building  
Room 7013  
Washington, D. C.

Dear Mr. Bartholomew:

I realize that I am no expert on public buildings or architecture, however, since I do have a great deal of business with the different government departments in carrying out my duties as a Member of Congress, I certainly feel that it would be much more convenient for all parties concerned if the proposed CIA building could be erected off the Shirley Highway in preference to the proposed site at Langley, Virginia.

I am giving you the benefit of my opinion on this subject, however, as stated above, I thoroughly realize that I am no expert on matters of this nature.

With kindest personal regards, I am,

Sincerely yours,

/s/ John L. McMillan, M. C.

John L. McMillan, M. C.

JLM/lb

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UNITED STATES SENATE

COMMITTEE ON THE JUDICIARY

Harley M. Kilgore, W. Va., Chairman  
 James O. Eastland, Miss.  
 Estes Kefauver, Tenn.  
 Olin D. Johnston, S. C.  
 Thos. C. Hennings, Jr. Mo.  
 John L. McClellan, Ark.  
 Price Daniel, Texas  
 Joseph C. O'Mahoney, Wyo.  
 Herman Welker, Idaho  
 Alexander Wiley, Wis.  
 William Langer, N. Dak.  
 Wm. E. Jenner, Ind.  
 Arthur V. Watkins, Utah  
 Everett McKinley Dirksen, Ill.  
 John Marshall Butler, Md.

November 2, 1955

Hon. John Nolen, Director  
 National Capital Planning Commission  
 Washington, D. C.

Dear Mr. Nolen:

I closely followed before the Appropriations Committee of the Senate the request of CIA for funds for its proposed new building, and I have likewise followed with interest the newspaper reports of the two Virginia sites now under consideration by the United States Government.

One of these proposed sites is near Langley, Virginia. A number of people in the community object to the location of the CIA building in the Langley area, I am informed.

The other proposed site is located on the Shirley Memorial Highway within the limits of the City of Alexandria. I am informed that the officials of the City of Alexandria and the property owners in the vicinity of the proposed Shirley Highway site are unanimous in their support of the selection of the Shirley Memorial Highway site.

Having in mind the obligation under Title 40, Sections 75 (b) etc. of the United States Code Annotated of the National Capital Regional Planning Council and the National Capital Planning Commission to advise agencies of the United States Government with respect to site selections, it has occurred to me that it would appear to be appropriate for your Commission and the National Regional Council to make recommendations in connection with the CIA site selection.

Should it be consistent with the legal functions of your Commission and should it be otherwise practicable, I will appreciate it if you will undertake to make available to me the recommendations of the National Capital Regional Council and the National Capital Planning Commission in the matter.

Very truly yours,

/s/ Everett McKinley Dirksen

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NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON 25, D. C.

November 7, 1955

Mr. Allen W. Dulles, Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Mr. Dulles:

As promised at the joint meeting of the Planning  
Commission and the REgional Planning Council on Friday,  
I am enclosing herewith copies of two telegrams to which  
I referred, submitting proposals for the use of specific  
tracts of land for the CIA installation.

Sincerely yours,

Harland Bartholomew  
Chairman

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HARLAND BARTHOLOMEW, CHAIRMAN, NATIONAL CAPITAL PLANNING COMMISSION

U. S. DEPT OF INTERIOR

SINCE TWO THIRDS OF CIA PERSONNEL RESIDE IN MARYLAND, CONSIDERATION SHOULD BE GIVEN TO AN AVAILABLE SITE OF 125 ACRES CLOSE IN MONTGOMERY COUNTY BOUNDED ON THE SOUTH BY ROCK CREEK PARK AND PROPOSED BELT HIGHWAY, ON THE NORTH BY THE B&O RAILROAD TRACKS AND CAPITAL VIEW STATIONS, AND ON THE EAST BY THE WALTER REED PARAPLEGIC HOSPITAL AT FOREST GLEN. TERRAIN IDEAL FOR BUILT IN UNDERGROUND STORAGE AND SHELTER FACILITIES AS WELL AS PRIVACY FOR THE IMPORTANT CIA INSTALLATION SITE PLAT ON FILE WITH CIA AND GENERAL SERVICES ADMINISTRATION. I SHALL BE GLAD TO FURNISH ADDITIONAL INFORMATION.

I. S. TUOVER BETHESDA MARYLAND

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4 Nov 1955 1:25 p.m.

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NATIONAL CAPITAL PLANNING COMMISSION

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RESPECTFULLY SUGGEST CONSIDERATION BE GIVEN SUPERIOR SITE FOR CIA BUILDING  
NAMELY FORMER SUMNER WELLS ESTATE IN OXON HILL MD. APPROXIMATELY 240 ACRES  
TWO MINUTES BEYOND DISTRICT LINE ON INDIAN HEAD HIGHWAY WITH SPLENDID VIEW  
OF POTOMAC RIVER ONLY SEVENTEEN MINUTES FROM WHITE HOUSE AND ADMIRABLY  
LOCATED FOR EVACUATION OF PERSONNEL VIA DUAL HIGHWAY TO INDIAN POWDER  
FACTORY IN EVENT OF EMERGENCY. ALL UTILITIES AND HIGHWAY ACCESS READILY  
AVAILABLE AT NEGLIGIBLE COST TO GOVERNMENT. EXCELLENT SUPPLY OF HOUSING  
AND RENTAL FACILITIES CLOSE AT HAND. AREA RESIDENTS WOULD WELCOME AGENCY.  
AERIAL PHOTOGRAPHS SHOWING PROMINITY TO DOWNTOWN WASHINGTON SENT TO CLARKE  
AND RAPUANO OCTOBER ONE.

BERNARD S. GLASSMAN 210 WINTHROP ST. WASHINGTON, 21 DC.

received 1955 Nov 4 PM 12:50

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4 November 1955

Mr. Harland Bartholomew  
National Capital Planning Commission  
Washington, D. C.

Dear Mr. Bartholomew:

The mishmash of fiction enmeshing the location of CIA has resulted in considerable confusion in the minds of many people.

I am writing this in behalf of the large numbers of residents of the Langley area who have no commercial interest in the location of CIA in Langley, and who do not believe that CIA "would disrupt a lovely residential section."

Some of the facts of life follow:

1. The petition against the Langley location circulated under the leadership of Roger Fisher who lives far out off Route 193, has several hundred signers -- only a fraction of the registered voters in the Langley area.

2. The highway facilities under discussion are needed regardless of what CIA does. The claim that big expenditures would be occasioned by needed new highways falls apart, for the above reason, and also because new facilities would be needed at any other location of the already severe congestion were to be eliminated.

3. Intensive land use will occur in the Langley area, with or without CIA. In fact, it is happening right now, in defiance of sound planning.

4. The urgent matter of concern in the area is need for rigid, sound zoning -- immediately, regardless of CIA.

5. Whatever nuisance CIA would create would not compare with that which would come were the site converted into a public park. Week-end traffic to the Great Falls Park even now makes driving on Route 123 a nerve-wracking experience.

Yours very truly,

/s/ E. E. Duffy

EE Duffy  
Waverly Way  
Langley Farms  
McLean, Virginia

cc: Mr. Allen Dulles

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7 November 1955

Mr. John Nolen  
Director  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Nolen:


As you requested, we are transmitting herewith 10 copies of the complete Clarke and Rapuano "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency." These copies are in addition to the 30 sent to you 3 November 1955.

Yours very truly,

  
Chief, Building Planning Staff

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Distribution:

Original & 1 - Addressee  
1 - BPS project  
1 - BPS chrono  
① -  Special file

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November 15, 1955

Mr. Paul Watt, Executive Director  
National Capital Regional Planning Council  
Department of Interior  
Washington, D. C.

Dear Mr. Watt:

We again wish to express our appreciation for the opportunity to appear before the joint meeting of the National Capital Regional Planning Council and the National Capital Planning Commission held on November 4, 1955 to hear Mr. Allen W. Dulles present his request for site approval of the proposed office building for the Central Intelligence Agency. This meeting was most informative and helpful to us inasmuch as we learned more completely the purposes, requirements and theme of the building and the site upon which it will rest.

This new knowledge enables us to point out additional factors and situations not fully covered by the consultants in their report on the Alexandria site, which will persuade you to give very favorable consideration to the proposed site in our City during your deliberations upon the request now before you.

Until we heard Mr. Dulles' presentation at the joint meeting we were not aware that more than 120 acres would be deemed preferable for the site for this building, for reasons of either security or esthetics. Had we known this, we would have brought to the attention of the Central Intelligence Agency and to the consultants, as we are now bringing to your attention, the fact that the two adjacent properties to the west of the Alexandria site, now undeveloped, contain approximately 90 acres. We are confident that these additional lands are available to the Government at prices consistent with those for which Mr. Winkler has stated he is willing to convey his land. This would provide a 200 acre site embracing basically the same location, access to the Shirley Highway, utilities and other features available on the original site.

If it is desired to construct a building, or buildings, on a high elevation so as to provide a view of and from the building, these additional areas contain the major part of the ridge and plateau which start in the northwest corner of the Winkler tract heretofore proposed as the building site. The southerly boundary of this extension would

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again rest on Holmes Run, with attractive wooded ravines leading from it. Generally, the western boundary of this extended area consists of wooded ravines and large hardwood growths.

Within this 200-acre area the architect would find an infinite number of building sites. It would be possible, for instance, to locate the building on very high land overlooking the rest of the site and many square miles of surrounding territory. Alternatively, if economy was an important question, the approach might be to have three or four sub-surface or basement-like floors of the building fit into one of the many ravines, in which case the first floor would come out, as we originally anticipated, in the Winkler tract at about the same elevation as the existing ground. This approach was remarked on favorably to us by members of the Central Intelligence Agency staff at one time, as it would be a very economical form of construction. The establishment would thus be built in the ravine and the higher points of land pushed in and around the finished basements and in this manner avoid expensive excavation.

We have always been very pleased with the fact that we were able to offer to the Central Intelligence Agency a site upon which economical foundation construction appeared predicable. It has probably come to your attention, through your field trip and through the photographs and other evidences submitted, that the Winkler tract is completely surrounded by gravel pits and one actually travels through a gravel pit on the Winkler property to reach the site. Any extensive sub-basements could be built as described above or carved out of gravel soil or, at worst, carried into the bedrock which underlays this area, rather than to have to hew such extensive workings from a solid rock subsoil such as is known to exist at Langley.

Holmes Run is a scenic stream entirely appropriate to the very wonderful building which Mr. Dulles described and has been established as the site of a parkway in the City of Alexandria by the City Council in 1951. A material amount of this land has been acquired and immediately east of the site has been incorporated into the landscaping of a residential development to great advantage. No drainage problem exists on any portion of this land which might be considered appropriate for a building site, within either the original 120 acres or the extended 200-acre referred to herein, since the watersheds creating the little drains within the property are all limited to the properties themselves and carry no foreign water in any quantity.

The consultants apparently were not aware of the fact that the City of Alexandria has by resolution of the City Council guaranteed the Federal Government and the Central Intelligence Agency that it will do all those things necessary to provide access to and from the site, adequate to serve the requirements of any establishment the Central

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Intelligence Agency has at any time proposed. All previous information given to us was to the effect that existing facilities should provide for approximately 2,000 cars per hour. In determining approximately what such things would cost us and how they may be accomplished, we referred to design criteria followed by the United States Bureau of Public Roads and by the American Association of State Highway Officials, all of which designs and studies were based on carrying the traffic load directly to and from the Shirely Highway. This of course would not account for all of the traffic entering or leaving the site, as we have already gone into the matter of providing access both to the Little River Turnpike (State Route #236) and the improvement of and access to Seminary Road as a means of traveling westward and northward through Baileys Crossroads and the many other adequate dual-lane highways and arterial roads in the area.

We feel that the consultants have overlooked the fact that those employees living in Montgomery County and Northwest Washington may elect to travel westward and then northerly to the Key Bridge and Chain Bridge via the arterial roads in Arlington and Fairfax, as well as by the Shirley Highway. They also seem to have overlooked the fact that plans are being prepared and authorization has been established by Congress for the construction of Jones Point Bridge, an appropriate connection with the major highways in Alexandria and Maryland. These connections will provide infinitely better access to any of the Virginia Sites than now exist for Prince Georges County and Southeast Washington residents. The consultants apparently were not aware of the existing program for Jones Point Bridge and its advantages for communication of the Agency and its employees with these latter areas.

We are not asking for any financial aid from the Federal Government to perfect our roads or other public utilities and do not propose to do so. However, having heard the presentation made at your meeting and the queries directed to Mr. Dulles and his consultants as to what might be required in the way of off-site improvements for the Langley site, we feel that the Federal Government could take a small fraction of such moneys as were indicated might be expended were that site chosen, and have ample funds to provide for any contingency which might arise to put the Shirley Highway and the other existing roads which might serve the Alexandria site in an outstanding condition of serviceability beyond any possible demands which could be placed upon it by this installation and future development of the area.

We feel strongly, in the interest of national economy, that we in Alexandria have the outstanding site. If it is the desire of the Central Intelligence Agency to have a truly superior site at a very nominal additional land cost, we will do everything in our power to provide the Agency with all the features it will need to carry out the very wonderful and forward-looking program described by Mr. Dulles for the housing of his employees. We feel it is altogether fitting that

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such a pioneering effort is appropriate to the City of Alexandria where so much of our Nation's pioneering originated.

I would like to say on behalf of the City of Alexandria that you can believe that if we were sincerely interested in obtaining this installation before, we are inspired at this time to make every effort to have it located in our City. We will make every effort to assist in informing all affected branches of the Federal Government of the many values of the site and of our hopes of securing favorable consideration for the Alexandria site from one and all.

Respectfully yours,

Ira F. Willard  
City Manager

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CC: Mr. Allen W. Dulles  
National Capital Planning Commission

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LAW OFFICES

A. CLAIBORNE LEIGH

2030 North 16th Street                      Arlington, Virginia

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November 21, 1955

Mr. Harland A. Bartholomew  
Chairman  
National Capital Planning Commission  
Washington, D. C.

Dear Mr. Bartholomew:

I understand that the National Capital Planning Commission is considering the suggestion to locate the Central Intelligence Agency in Langley and may make recommendations on this subject in December. I am a recently elected member of the Fairfax County Board of Supervisors from the affected area and consider it may be of value to you for me to express my views now rather than waiting until the time of taking office when the decision by the Commission may already have been made.

Without meaning either to encourage or discourage the proposed location at Langley, let me make it clear that my chief concern on this subject is the maintenance of strict zoning for the area. Protection of the rural-residential quality of Langley is paramount in the minds of my constituents and myself. Upon taking office I will feel free to re-examine the advisability of the suggested site to determine to my own satisfaction whether the impact of this installation will or will not jeopardize the Master Plan for future development of the area.

Very truly yours,

s/s A. Claiborne Leigh

Supervisor-elect Dranesville  
District, Fairfax County

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23 November 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

I have received a copy of a letter, dated 21 November 1955, to you from Mr. A. Claiborne Leigh, recently elected member of the Fairfax County Board of Supervisors for the Dranesville District. In his letter Mr. Leigh expresses concern for the maintenance of strict zoning in the Langley area in order to protect the rural residential quality of the community.

We welcome Mr. Leigh's views on this subject and earnestly hope that zoning regulations will in fact be established so as to ensure the maintenance of the basic character of this attractive area. As I have stated before your Commission and on several other occasions, such regulations would be entirely in keeping with the desire of this Agency to locate its permanent headquarters at a site which, in addition to meeting the basic criteria as to proximity to Washington, security, access, etc., affords a maximum of privacy in the conduct of our sensitive operations.

Inasmuch as the establishment of adequate zoning regulations in the Langley area would be as beneficial to CIA as it would be to the residents you may be assured that if our headquarters were to be located at the proposed site we would cooperate in every possible respect with the County authorities on this matter.

I know that the entire membership of the National Capital Planning Commission and the National Capital Regional Planning Council are interested in the zoning problem for the Langley area and I am, therefore, taking the liberty of sending a copy of this letter to each of them and to Mr. Leigh.

If there is anything further we can do in connection with your consideration of our proposal to locate at Langley, we are at your disposal.

Sincerely yours,

Allen W. Dulles  
Director

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25 November 1955

Mr. Paul Watt  
Director  
National Capital Regional Planning Council  
Washington 25, D. C.

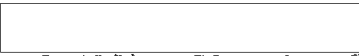
Dear Mr. Watt;

Colonel L. K. White has advised me of your request for clarifying information regarding the origin of employee automobile traffic and the probable routes used by them to arrive at the Langley, Virginia site.

The attached tabulation was the basis of the analysis as contained in appendix A of the Clarke and Rapuano report. It should be noted that the geographic distribution of CIA personnel was used to determine the distribution of privately owned cars.

If you desire further clarification or other additional information, we will endeavor to make it available at your request.

Sincerely yours,

  
Chief, Building Planning Staff

STAT

cc: Clarke and Rapuano

Distribution:

0& 1 - Addressee  
1 - Clarke and Rapuano  
1 - DD/S  
1 - BPS project  
8210000 - BPS chrono 308040100  
1 - D/L  
① - HSC file

<u>EL RESIDENCE</u>	<u>VEHICLES</u>	<u>PROBABLE ROUTE</u>
11% Montgomery County, Maryland	440	
12½% N. W. (D.C.)	500	
	940	Chain Bridge and Route 123
24% N. W. (D.C.)	980	
5% N. E. (D.C.)	200	
7% Prince Georges County, Md.	280	
.3% Baltimore, Md.	12	
.1% Anne Arundel County, Md.	4	
	1476	Key, New Constitution Ave., or Memorial Bridge and Washington Memorial Parkway
7% S. E. (D. C.)	280	
1% S. W. (D. C.)	40	
	320	Highway or Memorial Bridge and George Washington Parkway
8% Alexandria	320	
.4% Prince William County	16	
	336	George Washington Memorial Pkwy
10% Arlington County	400	
	400	Glebe Road & Geo. Washington Pkwy
5% Arlington County	200	
8% Fairfax County	320	
* 2% Loudon County	8	
	528	McLean and Route 123
	4,000	

(see Appendix A C &amp; R report)

# Langley Site For CIA Gets Regional Nod

## U. S. Aid Proposed For Vast Network Of Bridges, Roads To Serve Area

By a vote of 5 to 3, with two members not voting, the National Capital Regional Planning Council yesterday approved the Langley, Va., site for the Central Intelligence Agency's new headquarters.

The Council, however, added to its approval a unanimous request that CIA make a bid to Congress for Federal aid for a vast network of bridges and roads to serve the area.

The approval overturned a recommendation of the Council's staff director, Paul C. Watt, who said use of the site by CIA would violate planning criteria set up for the Langley area.

The Council's approval will go to the National Capital Planning Commission as a recommendation. NCPC meets Dec. 15 and will consider then CIA's request for approval of the site, on the Bureau of Public Roads property near Langley, for its \$46 million office building to house some 10,000 employees.

Voting in favor of the Langley site were Council Members John Graham, representing the City of Falls Church, Lt. Col. Thomas B. Hunter, representing the District of Columbia, John W. Brookfield, representing the Fairfax County Planning Commission, William J. Cox, of the Loudoun County Planning Commission, and Donald E. Gingery, of the Maryland-National Capital Parks and Planning Commission.

Voting against the site were Frederick Gutheim, of the Upper Montgomery County Planning Commission; Herbert W. Reichelt, of the Prince Georges County Board of Commissioners; and Herbert W. Wells of the Maryland-National Capital Park and Planning Commission.

John A. Remon of the National Capital Planning Commission did not vote, saying he would reserve judgment until he votes on the question later when it is before NCPC. Councilman Max Wehrly, who has opposed the Langley site, also abstained.

The City of Alexandria, which opposes the Langley site, was not represented in the voting, as it ordinarily would have been. Falls Church Member Graham sat in the place of the late C. Lockett Watkins of Alexandria under the established arrangements for northern Virginia representation on the Council. Had it not been for this substitution, the vote would have been a tie which Wehrly would have broken, resulting in a 5 - 4 tally against the Langley site.

This, the closeness of the vote and the two abstentions led Roger Fisher, a landowner of the Langley area who has spearheaded the opposition to selection of the Langley site, to express optimism following the meeting. "I don't regard this as a setback," he said.

But a CIA spokesman exuded pleasure at the Council's endorsement, saying, "We are very pleased to get past another milestone."

Congress, in authorizing funds for the new building earlier this year, allowed money for construction of the George Washington Memorial Parkway north from Chain Bridge to the site. But the Council yesterday urged that CIA also seek funds for a great number of other highway and bridge improvements from the Federal Government, if the Langley site is chosen.

These, Watt said, would include the proposed Cabin John bridge, improvements for Chain Bridge, Virginia Route 123, Glebe rd., and the proposed Outer Belt Freeway as well as the George Washington Parkway. Watt estimated the cost of Route 123, Washington Parkway, Chain Bridge and approach road improvements at \$11,850,000. The Outer Belt and Cabin John Bridge would add many millions to this outlay, and there seemed little chance Congress would consider seriously granting any major part

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## **PRIMARY FACTORS AFFECTING DECISION**

**TO LOCATE AT LANGLEY AND**

**ABANDON THE WINKLER SITE**

### **SECURITY**

#### **WINKLER SITE:**

1. The more we study the problem, the more concern we have about security and believe that in the absence of compensating factors an area of about 300 acres would be necessary. Approximately 100 acres at the Winkler Tract is inadequate.

2. Too low in relation to the Shirley Highway and surrounding areas.

#### **LANGLEY SITE:**

1. At Langley CIA would occupy 140 acres of a 750 acre Government reservation. Any development for the Central Intelligence Agency within this site will be such that a wide belt of forest land will be left around the periphery in a manner aiding to provide the desired security.

2. Higher than surrounding areas. 185 to 280 feet above sea level. Excellent screening from nearby roads.

### **EXPANSION POSSIBILITIES**

#### **WINKLER SITE:**

1. By the time construction is completed, this site would be virtually surrounded by commercial and other properties precluding any possible expansion if it should ever become necessary.

#### **LANGLEY SITE:**

1. Plenty of Government-owned property available if expansion becomes necessary.

### **TRAFFIC SITUATION**

#### **WINKLER SITE:**

1. A majority of the employees living

#### **LANGLEY SITE:**

1. With the completion of the George

TRAFFIC SITUATION

(continued)

WINKLER SITE:

in the District of Columbia and Maryland (68 per cent) would be forced to pass through the Pentagon network at the busiest hours of the day, both morning and evening, together with the traffic going to and departing from the Pentagon. The Shirley Highway has now more than reached its capacity, particularly from a point north of the Parkfairfax interchange to the Potomac River crossings, and even if it should be widened to six lanes as far south as King Street it will still be inadequate to accommodate the concentrated peakload that would result from more than 3000 automobiles of the CIA headquarters staff during the morning and evening hours.

2. It would require an estimated three hours and eighteen minutes to empty the parking lot at the Winkler site into the Shirley Highway traffic.

3. From the long range point of view, the traffic situation at the Winkler site would become worse as time went on in view of the increased use of the Shirley Highway by other developments such as Springfield, which is growing rapidly.

4. The above points make the traffic situation at the Winkler site totally unsatisfactory.

LANGLEY SITE:

Washington Memorial Parkway from its present terminus at Spout Run to the Langley site, together with the improvements already planned to the Key Bridge, CIA traffic can be accommodated without any additional improvements. The George Washington Memorial Parkway has been authorized since 1930 and is badly needed whether or not the Central Intelligence Agency goes to Langley. Congress has made specific provision for its completion now if CIA goes to Langley. Traffic to Langley would be moving largely in the opposite direction to the concentrated flow and would avoid passing through the congested area of Washington, the Pentagon network, etc.

2. It will require one hour and fifteen minutes to empty the parking lot from the Langley site.

3. From a long range point of view, the traffic situation at the Langley site will gain further superiority over the Winkler site with the construction of the Outer Loop Freeway and the proposed bridge at or near Cabin John.

4. The above points make the Langley site satisfactory in the beginning with continued improvement as the arterial system in this general area already planned takes form.

PERSONNEL PROBLEMSResidences

District of Columbia, Northwest	37%
District of Columbia, Northeast	5%
District of Columbia, Southwest	1%
District of Columbia, Southeast	7%
Arlington County, Virginia	15%
Fairfax County, Virginia	8%
City of Alexandria, Virginia	8%
Montgomery County, Maryland	11%
Prince George County, Maryland	7%
Miscellaneous	1%

\*\*\*\*\*

WINKLER SITE:

1. Inconvenient for the majority of employees who would have to travel long distances to and from the site through the congested area of Washington, through the Pentagon network at the busiest hours of the day, both morning and night, together with the traffic going to and departing from the Pentagon and over an inadequate arterial system. The only alternative to this would be a major relocation of the residences of our employees to the Alexandria area.

2. Acreage available at the Winkler site would make a net result of a building in the middle of a parking lot. It would be unfortunate for the Government to spend \$46,000,000 on this building without insuring at the same time that it is located in a dignified setting of which the country could be proud. The employee working conditions would be far from ideal.

LANGLEY SITE:

1. With the authorized construction of the extension to the George Washington Memorial Parkway, very convenient to the majority of CIA employees. More convenient, in fact, than CIA's present headquarters. Traffic to and from site moving in the opposite direction from the major flow, avoiding almost entirely the congested area of downtown Washington. No necessity for any major relocation of personnel residences.

2. Adequate acreage available to insure spotting of parking lots near entrances, etc. A dignified setting of which the country could be proud is insured. Working conditions for the employee would be most ideal. Our Government employees are entitled to a break if we can give it to them.

WATER, SEWER, POWER, PUBLIC TRANSPORTATION, ETC.

Guaranteed at both sites and at no capital cost to the Federal Government - Government would merely become a paying customer for services rendered.

COST

With the exception of \$8.5 million to extend the George Washington Memorial Parkway from its present terminus at Spout Run to the Langley site, the cost to the Federal Government will be the same at either site. The extension to the George Washington Memorial Parkway has been on the statute books since 1930. Certainly it is badly needed now whether or not CIA locates at Langley. There will be few improvements made which ultimately would not be made in the course of time. If the Langley site is selected the Parkway, of necessity, will be constructed sooner than it otherwise might be. The same will be true of other highway and public utility improvements. However, the extension of the Parkway and planned improvements to the Key Bridge and Highway No. 123 are the only improvements essential to accommodate CIA traffic to and from the Langley site. The cost of other improvements, most of which are already planned for this area, should definitely not be attached to the CIA project itself.

ZONING

The character of the Langley area, which will enable us to have the necessary security arrangements, is a very strong factor in its favor. CIA would like to see the present character of the area maintained insofar as possible. If the zoning board of appeals representing the people of Fairfax County upheld the zoning scheme as at present planned, there need be no cause for concern. In these circumstances the CIA headquarters cannot help but become a distinct asset to the County.

LOCATING IN VIRGINIA

The traffic situation alone, being what it is, at the Winkler site is of great significance. It is highly improbable that there are sites in Virginia other than the Langley site to which a satisfactory traffic situation would obtain and almost certainly none which would compare with the Langley site.

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NATIONAL CAPITAL PLANNING COMMISSION

Washington 25, D.C.

December 14, 1955

Col. L. K. White  
Deputy Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Colonel White:

This is to acknowledge receipt of your letter of December 7 and accompanying letter signed by four of the Members-Elect of the Fairfax County Board of Supervisors, advising of their willingness to respect commitments previously made by said Board.

This letter will be placed in the hands of our special committee which is considering the matter of site for the proposed CIA headquarters building.

Sincerely yours,

Harland Bartholomew  
Chairman

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7 December 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

At the meeting of the National Capital Regional Planning Council on 5 December 1955, a letter was introduced and briefly discussed which suggested the possibility of newly elected members of the Board of County Supervisors at Fairfax County being unwilling to honor commitments previously made by the Board with regard to the proposed location of our CIA Headquarters building at Langley, Virginia.

We have just received an unsolicited letter signed by four of the Members-Elect to the Board giving assurance that they will honor commitments previously made. I am attaching a signed copy of this letter and trust that it will clarify the matter for the Commission.

Sincerely,

L. K. White  
Deputy Director

Encl.

DD/S:LKW:laq

Distribution:

- 02 1 - addressee w/actual copy of att.
- 1 - D/Log
- 1 - C/BPS/Log w/basic
- 1 - DD/S Chrono
- 1 - DD/S subject

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December 7, 1955

Honorable Allen W. Dulles  
Director of Central Intelligence  
2430 E Street N.W.  
Washington 25, D. C.

Dear Mr. Dulles:

We, the undersigned members elect to the Board of County Supervisors of Fairfax County, Virginia, acknowledge, and will honor, the commitments previously made by the Board of County Supervisors relative to furnishing sewage disposal facilities and the county's share of funds for the acquisition of right of ways for extending the George Washington Memorial Parkway, in connection with the proposed C.I.A. building at Langley.

Very Truly Yours,

Witness:

Carlton Massey

Stuart T. De B...

Carlton Massey

James Keith

Carlton Massey

R. P. Ovenshine

Carlton Massey

William H. Moss

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C O P Y

C O P Y

7 December 1955

Mr. Carlton C. Massey  
County Executive  
Fairfax Courthouse  
Fairfax, Virginia

Dear Mr. Massey:

I was grateful indeed to receive this morning an expression from four of the Members-Elect to the Board of County Supervisors of Fairfax County with regard to commitments previously made by the Board. We appreciate this information very much.

I have forwarded a copy of this letter to the Chairmen of the National Capital Planning Commission and the National Capital Regional Planning Council in order to clear up any doubt which may have been created as a result of a previous discussion of this matter at the Council meeting on 5 December 1955.

Sincerely,

L. K. White  
Deputy Director

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- 0 - Addressee
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- 1 - DD/S chrono
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7 December 1955

Brig. Gen. R. P. Overachine, USA (Ret)  
504 Fordham Drive  
Alexandria, Virginia

Dear General Overachine:

Thank you for the letter of 7 December 1955 to Mr. Dulles signed by you and three other Members-Elect to the Board of County Supervisors of Fairfax County. We are grateful for the assurance that you acknowledge and will honor the commitments previously made by the Board relative to furnishing sewage disposal facilities and the County's share of funds for acquisition of the right of way required for the extension of the George Washington Memorial Parkway should CIA locate at Langley.

We appreciate your initiative in furnishing this information, and if our proposed building is located at Langley we look forward to working with you and the other officials of Fairfax County in connection with problems of mutual concern.

Sincerely,

/s/

L. K. White  
Deputy Director

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Distribution:

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- 1 - D/Log
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- 1 - DD/S chrono
- 1 - DD/S subject

DD/S-55-3239

7 December 1955

Mr. James Keith  
Attorney-at-Law  
South Payne Street  
Fairfax, Virginia

Dear Mr. Keith:

Thank you for the letter of 7 December 1955 to Mr. Dulles signed by you and three other Members-Elect to the Board of County Supervisors of Fairfax County. We are grateful for the assurance that you acknowledge and will honor the commitments previously made by the Board relative to furnishing sewage disposal facilities and the County's share of funds for acquisition of the right of way required for the extension of the George Washington Memorial Parkway should CIA locate at Langley.

We appreciate your initiative in furnishing this information, and if our proposed building is located at Langley we look forward to working with you and the other officials of Fairfax County in connection with problems of mutual concern.

Sincerely,

/s/

L. K. White  
Deputy Director

DD/S:LEW:laq

Distribution:

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- 1 - DD/S chrono
- 1 - DD/S subject

DD/S-55-3247

7 December 1955

Mr. William H. Moss  
307 Fort Drive  
Alexandria, Virginia

Dear Mr. Moss:

Dear Mr. Moss:

Thank you for the letter of 7 December 1955 to Mr. Dulles signed by you and three other Members-Klent to the Board of County Supervisors of Fairfax County. We are grateful for the assurance that you acknowledge and will honor the commitments previously made by the Board relative to furnishing sewage disposal facilities and the County's share of funds for acquisition of the right of way required for the extension of the George Washington Memorial Parkway should CIA locate at Langley. Memorial Parkway should be located at Langley.

We appreciate your initiative in furnishing this information, and if our proposed building is located at Langley we look forward to working with you and the other officials of Fairfax County in connection with problems of mutual concern. Fairfax County in connection with problems of mutual concern.

Sincerely,

Sincerely,

/s/

L. K. White  
Deputy Director  
Deputy Director

DD/S:LEW:laq

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7 December 1955

Mr. Stuart T. DeBell  
Centreville  
Virginia

Dear Mr. DeBell:

Thank you for the letter of 7 December 1955 to Mr. Dulles signed by you and three other Members-Elect to the Board of County Supervisors of Fairfax County. We are grateful for the assurance that you acknowledge and will honor the commitments previously made by the Board relative to furnishing sewage disposal facilities and the County's share of funds for acquisition of the right of way required for the extension of the George Washington Memorial Parkway should CIA locate at Langley.

We appreciate your initiative in furnishing this information, and if our proposed building is located at Langley we look forward to working with you and the other officials of Fairfax County in connection with problems of mutual concern.

Sincerely,

/s/

L. K. White  
Deputy Director

DD/S:LKW:laq  
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9 DEC 1955

Mr. Gilmore D. Clarke  
Clarke & Regan  
145 East 34th Street  
New York City, New York

Dear Mr. Clarke:

In accordance with our telephone conversation earlier today, I am enclosing copies of the material listed below for your information:

1. 9 December 1955 letter from Colonel White to Brig. Gen. Thomas A. Lane, with three enclosures.
2. 9 December 1955 letter from Colonel White to Mr. Richard Bartholomew.
3. Three letters regarding maintenance of the Fairfax County Master Planning.
4. Copies of Primary Pasture Affecting Our Decision to Locate at Langley and Abandon the Winkler Property.

A copy of the circular memorandum No. 57, which was presented to the National Capital Regional Planning Council by Mr. Paul Watt on 5 December, was mailed to you on 6 December.

As Colonel White has indicated to you, we would be grateful to you for your comments on this paper well in advance of the National Capital Planning Commission meeting scheduled for 15 December 1955.

Sincerely,

**Distribution:**

0 & 1 - Addressee

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1 - BR/S

Chief, Building Planning Staff

Enclosures: 4

OL/NPS

(9 Dec 1955)

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Dec. 9, 1955

Brig. Gen. Thomas A. Lane  
Engineer Commissioner  
District of Columbia  
14th and "E" Streets, N. W.  
Washington, D. C.

Dear General Lane:

As you know, on December 6, 1955, Mr. Harrison, of your office requested that we develop data which could be used by your staff as a basis for estimating the probable traffic flow from the points of origin in the Northwest section of Washington, D. C., to the proposed site for our new headquarters at Langley, Virginia. In our discussions with Mr. Harrison and others of your staff, it was indicated that the present geographic distribution of Agency personnel should be used to establish the point of origin of privately owned automobiles.

Approximately 37% of the total number of our employees currently reside in the Northwest Area of Washington, D. C. As stated in the Clarke and Rapuano Report, we have planned to provide parking spaces for a total of 4,000 automobiles at the Langley site. On this basis, approximately 1,480 cars would originate in the Northwest section of the city. We have located, by zone, the residence of each employee in this section and have determined the allocation of the vehicles in direct proportion to the number of employees residing in each zone. A listing of the number of vehicles per zone is attached.

In our present situation, CIA employees drive approximately 2,000 cars to work daily. Less than two-thirds of these cars have officially assigned parking spaces. In allowing for 4,000 cars at Langley we have anticipated that more employees would drive to work where ample parking facilities were available. However, it seems unlikely that the number would be doubled and I would estimate that there might be a safety factor of perhaps 1,000 cars in the total allowance. Accordingly, I believe the attached figures for the number of cars originating in the Northwest zones are maximum and that the actual number would be somewhat less.

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I am also enclosing a copy of a letter from Mr. R. C. Bennett, Vice-President of the Washington, Virginia and Maryland Coach Company, assuring us that necessary bus service will be rendered should the Langley site be chosen.

If we can be of any further assistance please let us know.

Sincerely,

L. K. White  
Deputy Director

Enclosures - 2

Distribution:

- 0 & 1 - Addressee
- 1 - BPS project
- 1 - BPS chrono
- 2 - DD/S
- 1 - OL files

OL/BPS  (9 Dec 1955)

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ORIGIN OF AUTOMOBILES BY ZONE LOCATION IN NORTHWEST WASHINGTON, D. C.

<u>ZONE NUMBER</u>	<u>NUMBER OF AUTOMOBILES</u>	<u>ZONE NUMBER</u>	<u>NUMBER OF AUTOMOBILES</u>	<u>ZONE NUMBER</u>	<u>NUMBER OF AUTOMOBILES</u>
042	1	225	36	326	25
053	1	231	46	327	7
075	4	232	7	328	3
078	4	233	1	331	43
079	14	234	9	332	18
092	3	235	9	333	10
093	5	236	8	334	1
111	K 58	241	19	335	42
112	K 59	242	16	336	14
113	K 65	243	9	337	26
114	K 13	251	17	341	2
115	K 56	252	8	342	10
116	K 40	253	6	343	15
121	16	254	5	344	14
122	13	311	13	345	18
123	5	312	14	346	23
131	10	313	1	347	14
132	3	314	1	351	16
133	3	315	49	352	9
211	38	317	2	353	7
212	81	318	2	355	8
213	53	319	2	356	7
214	99	321	36	358	4
221	K 2	322	1		
222	64	324	5		
224	22			TOTAL	1,469

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WASHINGTON, VIRGINIA & MARYLAND COACH COMPANY, INC.

707 North Randolph Street  
Arlington                      Virginia

September 12, 1955

Col. L. K. White  
Deputy Director  
Central Intelligence Agency  
2430 E Street, N. W.  
Washington 25, D. C.

Re: Central Intelligence Agency's proposed location  
at LANGLEY, Virginia.

Dear Col. White:

The Washington, Virginia and Maryland Coach Company, Inc. wishes to take this opportunity to formally advise the Central Intelligence Agency of its hope that the LANGLEY site may be selected for the CIA's proposed new buildings.

We wish to assure the Agency that our full cooperation and all necessary bus service will be rendered should the Langley site be chosen.

We should further like to point out that at the present time the territory surrounding Langley is very sparsely settled, which should afford a wonderful opportunity for your employees to relocate their homes near their proposed place of employment.

Very truly yours,

/s/

R. C. BENNETT  
Vice President & Assistant Gen. Mgr.  
Arnold Lines

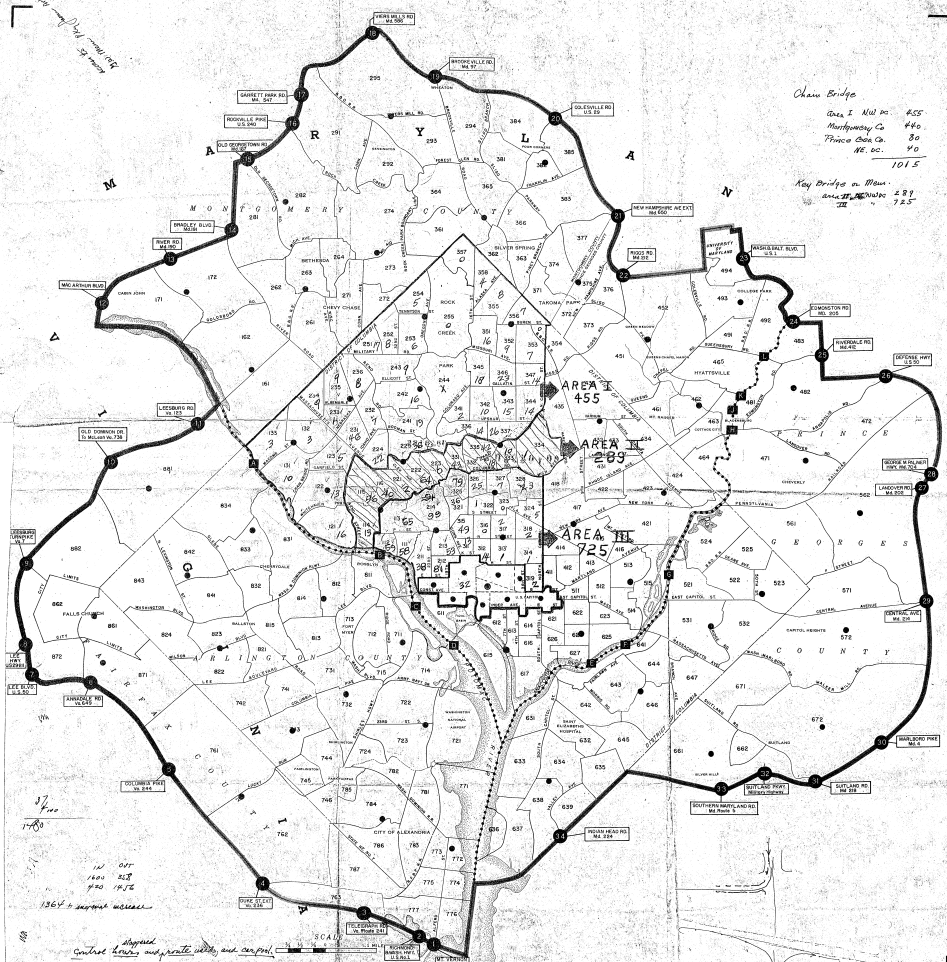
RCB:WSG

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ORIGIN OF AUTOMOBILES BY  
ZONE LOCATION IN NORTHWEST  
WASHINGTON, D.C.

Declassified in Part - Sanitized Copy Approved for Release 2013/10/25 : CIA-RDP78-04509A000300010001-6



Declassified in Part - Sanitized Copy Approved for Release 2013/10/25 : CIA-RDP78-04509A000300010001-6

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NATIONAL CAPITAL PLANNING COMMISSION

Washington 25, D.C.

December 14, 1955

Col. L. K. White  
Deputy Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Colonel White:

I am pleased to acknowledge receipt of your letter of December 9, with accompanying maps showing detailed information regarding the geographic distribution of CIA employees presently residing in the northwest section of the District of Columbia.

I am sure that our committee considering the question of a proposed site for the CIA headquarters building will be particularly interested in having this information.

Sincerely yours,

Harland Bartholomew  
Chairman

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9 DEC 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

On December 6, 1955, Brigadier General Thomas A. Lane requested us to submit detailed information regarding the geographical distribution of our employees presently residing in the Northwest section of the District of Columbia. This information was desired in order that the District of Columbia Engineer Commissioner's Staff could estimate the probable traffic flow of privately owned automobiles from the points of origin in this section of the city to the proposed site for our new headquarters building at Langley, Virginia.

We believe the information which was prepared for General Lane may be of interest to you and other members of the National Capital Planning Commission. Accordingly, I am sending several copies to you in the event you may consider it desirable to distribute them to other commission members. A copy of our letter to General Lane is also enclosed.

STAT

Sincerely,

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L. K. White  
Deputy Director

Enclosures:

- 1 - Origin of Automobiles  
by Zone in N.W., D.C.
- 2 - Map
- 3 - Copy of Ltr. to Gen. Lane

*Same info by Memo to  
Mr. Spelman 14 Dec '55  
for his review.*

OL/BPS (9 December 1955)

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*sent to PD's by Spec. Messenger 14 Dec. '55*

13 December 1955

## MEMORANDUM FOR THE RECORD

SUBJECT: CIA Traffic Flow Across Chain Bridge  
to the Proposed Langley Site

1. In our early studies of our proposed use of the Langley site, we contacted the Office of the Highway Commission, District of Columbia, to ascertain the amount of traffic that could be accommodated by Chain Bridge. We were informed that the capacity of Chain Bridge was estimated to be 1,500 vehicles per hour in each direction and that, while this maximum flow has been reached in the Northern direction in the morning, that there was a total of approximately 300 vehicles flowing South at that time. This would provide a capacity of approximately 1,200 vehicles per hour that could be used by CIA personnel. At that time we considered it practical to estimate our total vehicles at something less than 1,000 per hour. On that basis, we estimated that the Chain Bridge would accommodate the 440 vehicles estimated to be in Montgomery County, Maryland, and that approximately 500 vehicles in the Northwest District area would also use this bridge, making a total of 940 vehicles per hour. It was our assumption that the rest of the vehicles in the Northwest District, and vehicles in Prince Georges County and the Northeast district area would use Key Bridge, Memorial Bridge or the proposed Constitution Avenue Bridge.

2. Recently General Lane requested that we furnish him a break down, by zones, of vehicles in the Northwest area to enable his traffic analysts to make a study of the possibility of usage of the Chain Bridge by our personnel. This study, which has been completed, was based on a time and distance survey from each zone to the Langley area over various routes. The results of this survey indicated the number of vehicles that would normally utilize the Chain Bridge Route:

Montgomery County	440 vehicles
Northwest D C Area	455 vehicles
Northeast D C Area	40 vehicles
Prince Georges County	<u>80 vehicles</u>
TOTAL	1,015 vehicles

While this total is somewhat in excess of the 940 vehicles we had originally apportioned to Chain Bridge, it is within allowable

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limit of 1,200 as originally suggested by the Office of the D. C. Highway Commission. In addition to the 455 vehicles in the Northwest area, there are approximately 289 vehicles that could be considered as "border-line". That is, while they might prefer to use Chain Bridge if the capacity permitted it, their location indicates that their use of Key Bridge would increase their travel time by approximately 5 minutes only. This certainly would not impose any hardship on this group. The balance of the 1,476 vehicles in the Northwest area would, because of their point of origin, naturally prefer to use Key Bridge or Memorial Bridge.

3. The results of this study, as indicated, are being given to General Lane by Mr. Harrison today. We feel that this study strengthens our position that we can use the Langley site with the existing highways and bridges and the proposed extension of the George Washington Memorial Highway and improvement of highway 123.

4. It is Mr. Harrison's opinion that the number of vehicles that we would propose to put across the various bridges over the Potomac, would increase the traffic flow on those bridges to the saturation point. This, in effect, would increase the need for an additional Potomac bridge. The need for such a bridge in the vicinity of the intersection of Chain Bridge and Canal Road has long been recognized and has been in the program for some time after 1962, but has not been included in any of their schedules. He feels that while CIA traffic would be accommodated by the existing bridges, that consideration would definitely have to be given by the District of Columbia to the provision of this additional structure much earlier than 1962. He further pointed out that an additional bridge would be much preferred, from a planning viewpoint, to a major improvement to Chain Bridge.

5. Since the traffic problem will undoubtedly be a major point for consideration by the Planning Commission at its meeting on Friday, 16 December 1955, it is recommended that:

a. Mr. Clarke discuss the results of this new traffic study together with the items included in his 12 December 1955 letter to you.

b. The DCI or the DDS assure the Commission that the Agency would be in a position to exercise reasonable control over routes to be utilized by CIA personnel since parking spaces will be rigidly controlled by individual assignment.

c. The DCI or the DDS assure the Commission that should it become necessary, we could further alleviate the traffic problem by staggering the working hours of our personnel.

d. Arrangements be made with the Chairman of the National Capital Planning Commission to permit presentation of the above items at the beginning of the meeting.



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14 December 1955

Mr. Harland Bartholomew  
Chairman  
National Capital Planning Commission  
Washington 25, D. C.

Dear Mr. Bartholomew:

As you know, the National Capital Regional Planning Council met on 5 December 1955 to consider our proposal to locate our new headquarters building at Langley, Virginia. At this meeting certain questions were raised with regard to the report of Clarke & Rapuano which led to our expression of preference for the Langley site. I thought it appropriate to apprise Clarke & Rapuano of these questions and to invite them to supply me with additional information which would be of assistance to the Commission in arriving at its conclusions.

I am forwarding herewith copies of our exchange of correspondence which I believe is self-explanatory.

Sincerely,

L. K. White  
Deputy Director

Encls.

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**CENTRAL INTELLIGENCE AGENCY**  
**WASHINGTON 25, D. C.**

6 December 1955

Clarke & Rapuano  
145 East 32nd Street  
New York 16, New York

Gentlemen:

The National Capital Regional Planning Council met yesterday to consider your "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency" which had been referred to the Council for its consideration by the National Capital Planning Commission following our presentation to the Commission, in which you participated, on 4 November 1955.

The Council indorsed the Langley site by a vote of five to three with two members abstaining. However, several questions with regard to the Report were raised by Mr. Paul Watt, Staff Director of the NCRPC, in his report to the Council. As I understand it, Mr. Watt's report, along with the recommendations of the Council, will be submitted to the Commission and will be considered initially on 7 December 1955 by a special committee established by the Commission for this purpose.

The National Capital Planning Commission is scheduled to consider this matter again on 15 December 1955. We are, of course, anxious to assist them in any possible way in the further clarification of points at issue or in the presentation of additional information which might aid them in arriving at their conclusions. To this end I have forwarded to you a copy of Mr. Watt's report and would be grateful for any additional information you could supply which would be of assistance either to us or to the Commission.

Sincerely,

L. K. White  
Deputy Director

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GILMORE D. CLARKE  
MICHAEL RAPUANO

RALPH L. Mac DONALD  
WILLIAM S. BOICE  
M. BETTY SPROUT  
MALCOLM KIRKPATRICK  
HANNES E. KAINO  
RICHARD C. MURDOCK  
JENNINGS E. EKEBLAD  
VINCENT C. CERASI  
JOSEPH F. BISIGNANO  
JAMES S. AYERS  
DAVID J. O'BRIEN

CONSULTING ENGINEERS  
LESLIE G. HOLLERAN  
CHARLES Mac DONALD

GILMORE D. CLARKE • MICHAEL RAPUANO  
CONSULTING ENGINEERS AND LANDSCAPE ARCHITECTS  
145 EAST 32ND STREET • NEW YORK 16 • N.Y.  
MURRAY HILL 3-6152

December 12, 1955

Colonel L. K. White  
Deputy Director  
Central Intelligence Agency  
2430 "E" Street  
Washington 25, D. C.

Dear Colonel White:

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This will acknowledge your letter of December 6, together with certain enclosures, relating to certain questions that have been raised in connection with the location of the proposed Central Intelligence Agency Headquarters. In a telephone conversation on December 7, you indicated that you would like to have us comment on Circular Memorandum No. 57 of the National Capital Regional Planning Council that was prepared by Director Paul C. Watt. Subsequently I talked with [REDACTED] on Friday, December 9, at which time he raised certain specific questions that you would like to have us answer.

One of the questions raised in the Memorandum has to do with zoning. It seems to us that the question respecting zoning is covered on pages 12, 13, and 14 of our report under the paragraph entitled "IMPACT OF C.I.A. DEVELOPMENT ON FAIRFAX COUNTY", as follows:

"The impact of this proposed C. I. A. development of the Langley site upon the immediately surrounding areas in Fairfax County will no doubt be felt, but this should result in a minimum of detrimental effect by reason of the fact that the site for the C. I. A. Headquarters (a) borders upon a strip of public park land which extends to the Potomac River on the north and partly on the east sides; (b) is insulated on the west side by wooded areas of public lands under the jurisdiction of the Bureau of Public Roads; (c) will be insulated by

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Central Intelligence Agency

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December 12, 1955

"a wide strip of forest land on the south side along the Leesburg Road. An additional factor that will lessen the impact of this proposed development upon the immediate surrounding areas of Fairfax County is the fact that the largest number of employees (over 68 percent) will enter the property via the George Washington Memorial Parkway to be situated on park lands north of the proposed C. I. A. Headquarters generally along the Potomac River. Approximately 31 percent of the employees at present live in Virginia and some of these will also use the parkway in going to and returning from work. In the circumstances, we doubt whether more than a very few of the C. I. A. employees will find it necessary to change their places of residence by reason of the location of the Headquarters at Langley; this site, we believe, is the most convenient to the largest number. .... If the Zoning Board of Appeals, representing the people of Fairfax County, take their task seriously and uphold the zoning scheme as at present planned, then there need be no cause for concern. In these circumstances the C. I. A. Headquarters cannot help but become a distinct asset to the County."

Director Dulles has already expressed the desire of the Central Intelligence Agency to support adequate zoning regulations in the Langley area, inasmuch as it would be "as beneficial to the C. I. A. as it would be to the residents." He has assured the Chairman of the National Capital Planning Commission "that if our Headquarters were to be located at the proposed site, we would cooperate in every possible respect with the County Authorities in this matter."

Another question that has been raised has to do with the quality of the water in the Potomac River below Little Falls. We have read resolutions of assurance from Fairfax County officials that the sewage from the Langley site will be treated in a new plant and that the effluent will be discharged into Pimmit Run, entering the Potomac below Little Falls, thus insuring that there will be no pollution of the Potomac River water supply. The quality of the water below Little Falls will be adequately protected by the Virginia Water Control Board and the Corps of Engineers who have jurisdiction.

Central Intelligence Agency

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December 12, 1955

Still another question has to do with the matter related to omnibus transportation. On page (a) of Appendix A, entitled "VEHICULAR TRAFFIC", of our report we state: "we are informed that either of the bus companies that operate in the general area is prepared to expand their operations as necessary to serve adequately whichever of the two sites may be chosen."

In a letter from Mr. R. C. Bennett, Vice President and Assistant General Manager of the Washington, Virginia and Maryland Coach Co., Inc., to Colonel L. K. White, it is stated "we wish to assure the Agency (C.I.A.) that our full cooperation and all necessary bus services will be rendered should the Langley site be chosen." This communication is dated September 12, 1955.

Circular Memorandum No. 57 raises some points with respect to automobile traffic; one point has to do with the minimum requirements of operation of the C.I.A. after establishment at Langley. The writer attempted to make it clear, at a hearing before the National Capital Planning Commission on November 4, that the Langley site would be served adequately (a) by the planned improvement of Route 123, (b) by the construction of the George Washington Memorial Parkway extended from its present terminus to the site and (c) by the planned improvements to the Key Bridge. The Parkway is planned to be constructed as a four-lane separated facility, two lanes in each direction. In our opinion Route 123 and the Parkway will serve adequately as a means of access to C.I.A. Headquarters. It should be noted that no other traffic, except that bound for C.I.A. Headquarters, will go further north on the Parkway than the intersection with Route 123 until such time as the Parkway is extended still further north to connect with the proposed Cabin John Bridge. Whereas, in our report, we did not indicate in detail the places of residence of the 37% of the employees living in the District of Columbia N. W., these places of residence are so situated that the large majority of those using automobiles to travel between District of Columbia N. W. and the Langley site will use the Key Bridge, the Arlington Memorial Bridge and the proposed new Constitution Avenue Bridge. The extension of the George Washington Memorial Parkway (Virginia), the planned improvements to the Key Bridge, and of a section of Virginia State Highway Route No. 123, are the only improvements necessary now to accommodate C.I.A. traffic to and from the Langley site. It would be helpful to have certain other existing roads improved and to have Chain Bridge widened, as stated in our original report, but these will not be required until they come within the time scheduled for development either by the District of Columbia or by Fairfax County.

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Central Intelligence Agency

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December 12, 1955

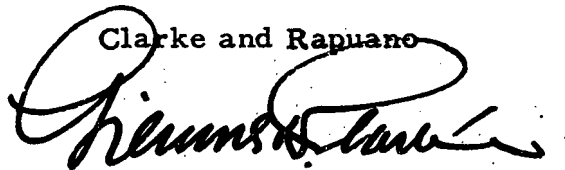
Certain other improvements would be helpful to the Langley site, including the construction of the George Washington Parkway in Maryland, the construction of the new Cabin John Bridge and its approach arteries, both in Maryland and in Virginia. These and other improvements will be useful to the C.I.A. but they are not required by reason of the fact that the C.I.A. may be situated at Langley.

Our review of Circular Memorandum No. 57 indicates to us no evidence that would cause us to alter our statement in the summary of the report that,

"It is important to take a long range view of this large undertaking. The Central Intelligence Agency is a permanent division of government. .... The fact remains that the site at Langley is, in our opinion, the best possible site we know to be available which meets the established criteria. We unhesitatingly recommend it."

Very truly yours,

Clarke and Rapuano



Gilmore D. Clarke

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NATIONAL CAPITAL PLANNING COMMISSION

Washington 25, D.C.

December 14, 1955

Col. L. K. White  
Deputy Director  
Central Intelligence Agency  
Washington 25, D. C.

Dear Colonel White:

Your letter of December 14, with accompanying statement by Clarke and Rapuano, answering certain questions regarding their report on proposed site for the CIA headquarters building, has been received and will be transmitted immediately to our special committee which is considering this subject.

Thank you for forwarding this information.

Sincerely yours,

Harland Bartholomew  
Chairman